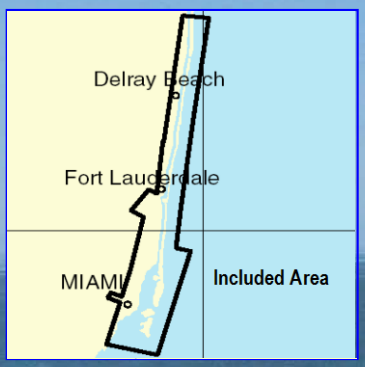
# BookletChart™

## Intracoastal Waterway – West Palm Beach to Miami

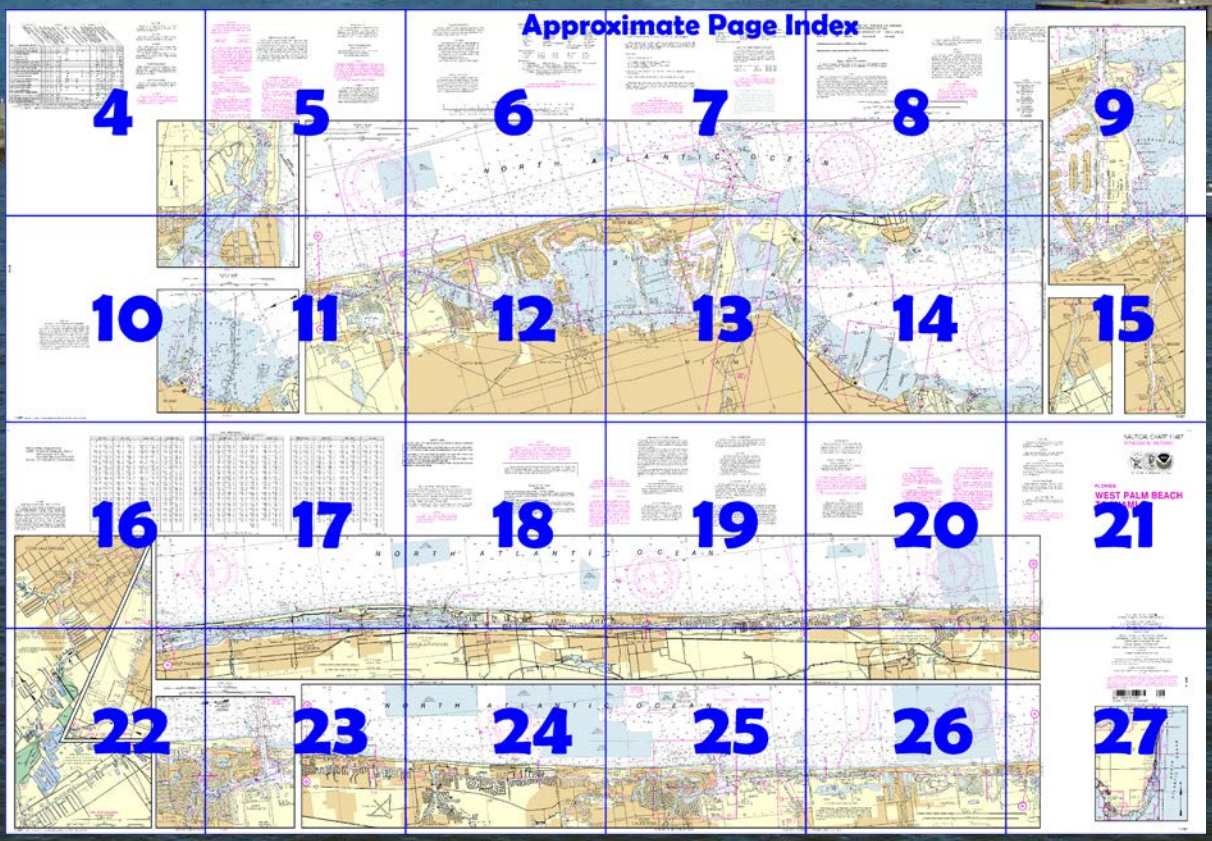
**NOAA Chart 11467**

### A reduced-scale NOAA nautical chart for small boaters

**When possible, use the full-size NOAA chart for navigation.**




- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



***Published by the***
***National Oceanic and Atmospheric Administration***
***National Ocean Service***
***Office of Coast Survey***
***www.NauticalCharts.NOAA.gov***
***888-990-NOAA***

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

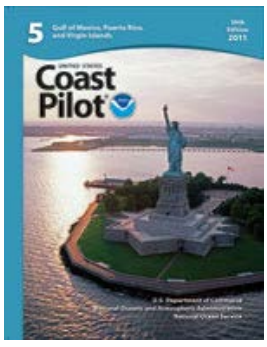
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11467.




### (Selected Excerpts from Coast Pilot)

The Florida Department of Natural Resources has established a **slow-no wake speed zone** in the Intracoastal Waterway where the channels converge in the vicinity of Bakers Haulover Inlet.

**Miami River** trends westward then northwestward through the heart of the city of Miami for about 2.8 miles to the confluence of **South Fork Miami River** and **North Fork Miami River.** North Fork leads northwest for another 0.6 mile to the junction with **Miami Canal**, thence Miami Canal continues northwest for about 1.8 miles to a dam below the NW 36th Street bridge. Miami Canal is navigable for small boats for about 10 miles above the dam, however, the head of navigation from seaward is at the dam. Tamiami Canal leads westward from Miami Canal to **Sweetwater** in the Everglades. A dam is about 1.2 miles above its junction with Miami Canal.

Miami River and Tamiami Canal are **Regulated Navigation Areas**. (See **165.1 through 165.13, and 165.726**, chapter 2, for limits/regulations.)

The Coast Guard reports that ships may encounter current anomalies at the mouth of Miami River which have caused occasional groundings. Currents in the river are strong on the ebb and cause swirls at the bends.

From West Palm Beach, the waterway continues southward to the south end of Lake Worth at **Mile 1034.3,** thence through a cut to Lake Wyman at **Mile 1045.7.**

Southern Boulevard Bridge (State Route 80), **Mile 1024.7**, has a bascule span with clearance of 14 feet at the center. The bridgetender monitors VHF-FM channel 16, call sign WHW-777. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.)

**West Palm Beach Canal** enters the waterway at **Mile 1026.8**. A fixed highway bridge with a clearance of 12 feet is about 0.3 mile above the mouth. In 1983, the reported controlling depth in the canal was 7 feet.

At **Lake Worth, Mile 1028.8,** State Route 802 highway bridge (locally known as Lake Worth Avenue bridge) crossing the waterway has a span with a clearance of 38 feet at the center and 35 feet elsewhere. The bridgetender monitors VHF-FM channel 16 and works channel 13.

A repair yard in the yacht basin on the west side of the lake at **Mile 1030.5** has berths with electricity, gasoline, water, a pump-out station, ice, marine suplies and dry storage. Hull, engine and electronic repairs can be made. In 2007, an approach depth of 7 feet was reported.

At **Lantana, Mile 1031.0,** Lantana Avenue bridge crossing the waterway has a bascule span with a clearance of 13 feet at the center. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.) The bridgetender monitors VHF-FM 16 and works channel 13. There are small-craft facilities at **Miles 1032.6** and **1033.1.** Berths with electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station, wet and dry storage are available. A lift to 85 tons is available for hull and engine repairs.

The waterway enters a cut at **Mile 1034.3.** East Ocean Avenue/State Route 804 highway bridge crossing the waterway at **Boynton Beach, Mile 1035.0,** has a span with a clearance of 21 feet. The bridgetender monitors VHF-FM channel 16 and works channel 13; call sign WHW-773. Just north of the bridge on the western shore of the lake there are two small-craft facilities where berths with electricity, gasoline, diesel fuel, a pump-out facility, water and ice are available. In 2007, the reported approach depth was 10 feet with 8 feet alongside.

At **Mile 1035.8,** Woolbright Road highway bridge with a bascule span and clearance of 25 feet crosses the waterway. The bridgetender monitors VHF-FM channel 16 and works channel 13.

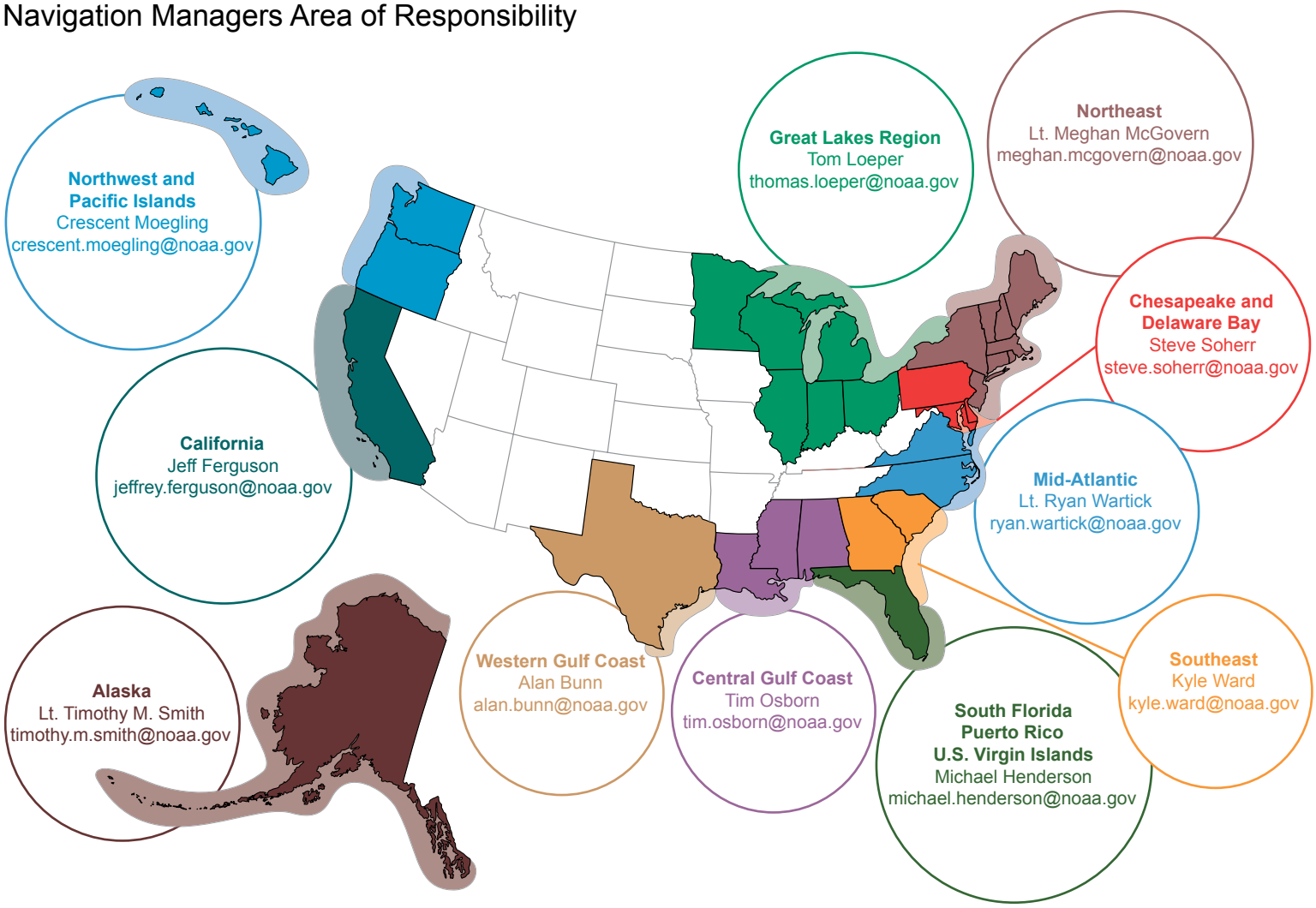
The Eighth Street highway bridge over the waterway at **Mile 1038.7** has a bascule span with a clearance of 9 feet at the center. (See **117.1 through 117.59 and 117.261**, chapter 2, for drawbridge regulations.) The bridgetender monitors VHF-FM channel 16 and works channel 13.

A boatyard is on the north shore of Little River, about 0.6 mile above the mouth. The yard has a 20-ton marine lift, and a marine railway that can handle craft up to 50 feet. Gasoline, water, ice, electricity, and marine supplies are available. There is berthage for about 15 boats with 7 to 10 feet reported alongside in 1983. There is a machine shop on the premises; hull and engine repairs can be made.

### U.S. Coast Guard Rescue Coordination Center
**24 hour Regional Contact for Emergencies**

| | | |
|---|---|---|
| RCC New Orleans | Commander<br>8th CG District<br>New Orleans, LA | (504) 589-6225 |

# Navigation Managers Area of Responsibility




**NOAA's navigation managers** serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

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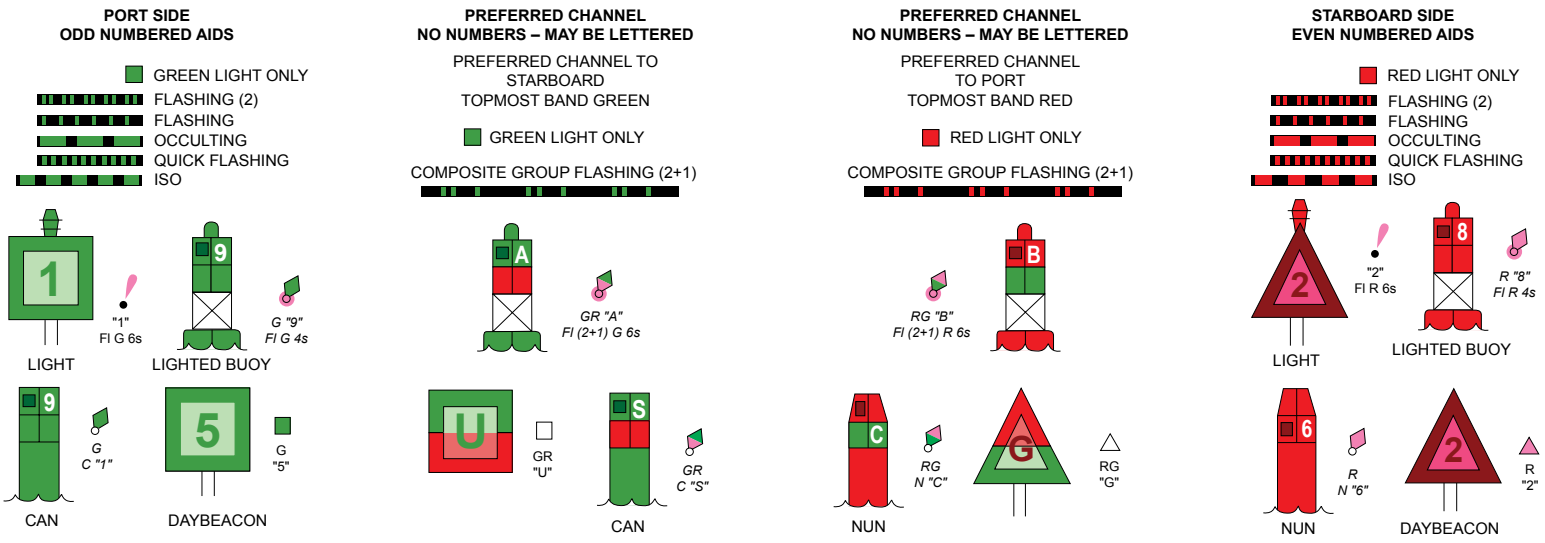
# Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers




For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

SUBM
Charted
cables and
are shown

Pipelin

Additio
submarine
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marine ca
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caution w
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anchoring
Covere
unlighted

12 feet
Fort Pierce
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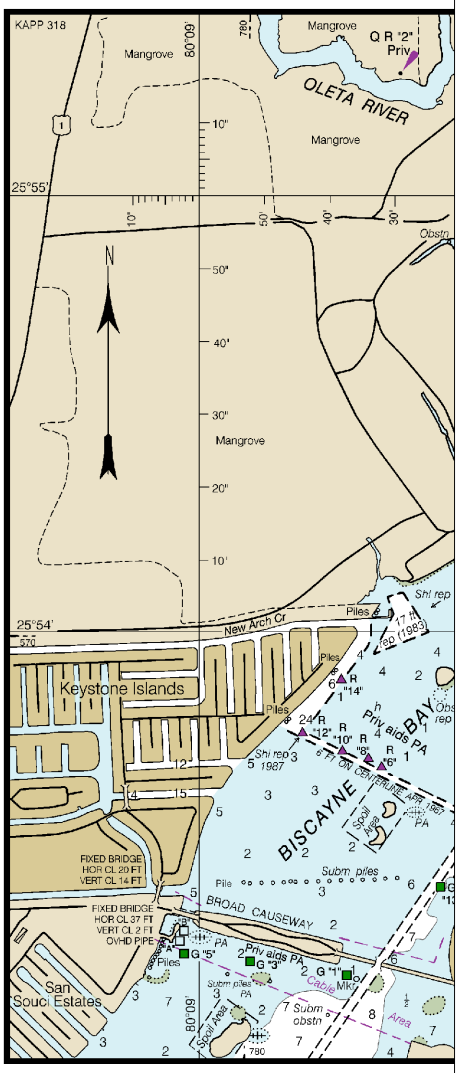



SIDE B

Joins page 10

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

CAUTION

MARINE PIPELINES AND CABLES

ed submarine pipelines and submarine
d submarine pipeline and cable areas
n as:

*ne Area* — *Cable Area*

tional uncharted submarine pipelines and
ne cables may exist within the area of
t. Not all submarine pipelines and sub-
cables are required to be buried, and
hat were originally buried may have
exposed. Mariners should use extreme
when operating vessels in depths of
mparable to their draft in areas where
es and cables may exist, and when
ng, dragging, or trawling.
red wells may be marked by lighted or
d buoys.

INTRACOASTAL WATERWAY

Project Depths

et Norfolk, VA to Fort Pierce FL; 10 feet
ce, FL to Miami FL; 7 feet Miami, FL to
ank, Florida Bay.
controlling depths are published period-
the U.S. Coast Guard Local Notice to
s.

Distances

ge distances shown along the Waterway
atute Miles, southward from Norfolk, VA,
indicated thus:
es for converting Statute Miles to Inter-
Nautical Miles are given in U.S. Coast

Ⓟ Pump-out facilities

INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts, and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

PLANE COORDINATE GRID

(based on NAD 1927)

Florida State Grid, East Zone, is indicated by dashed ticks at 10,000 foot intervals.
The last three digits are omitted.

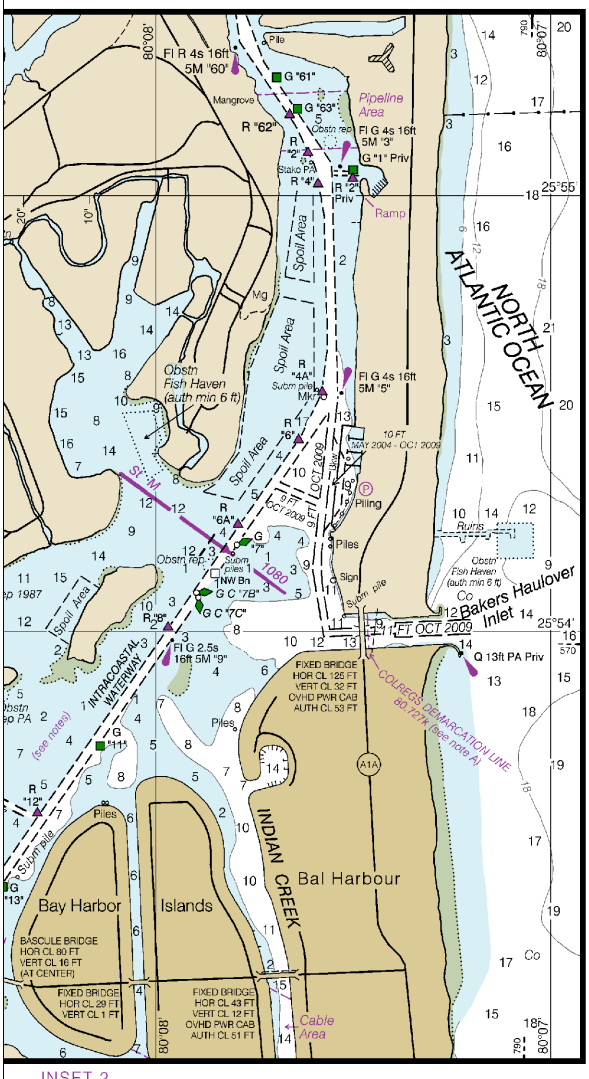
NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

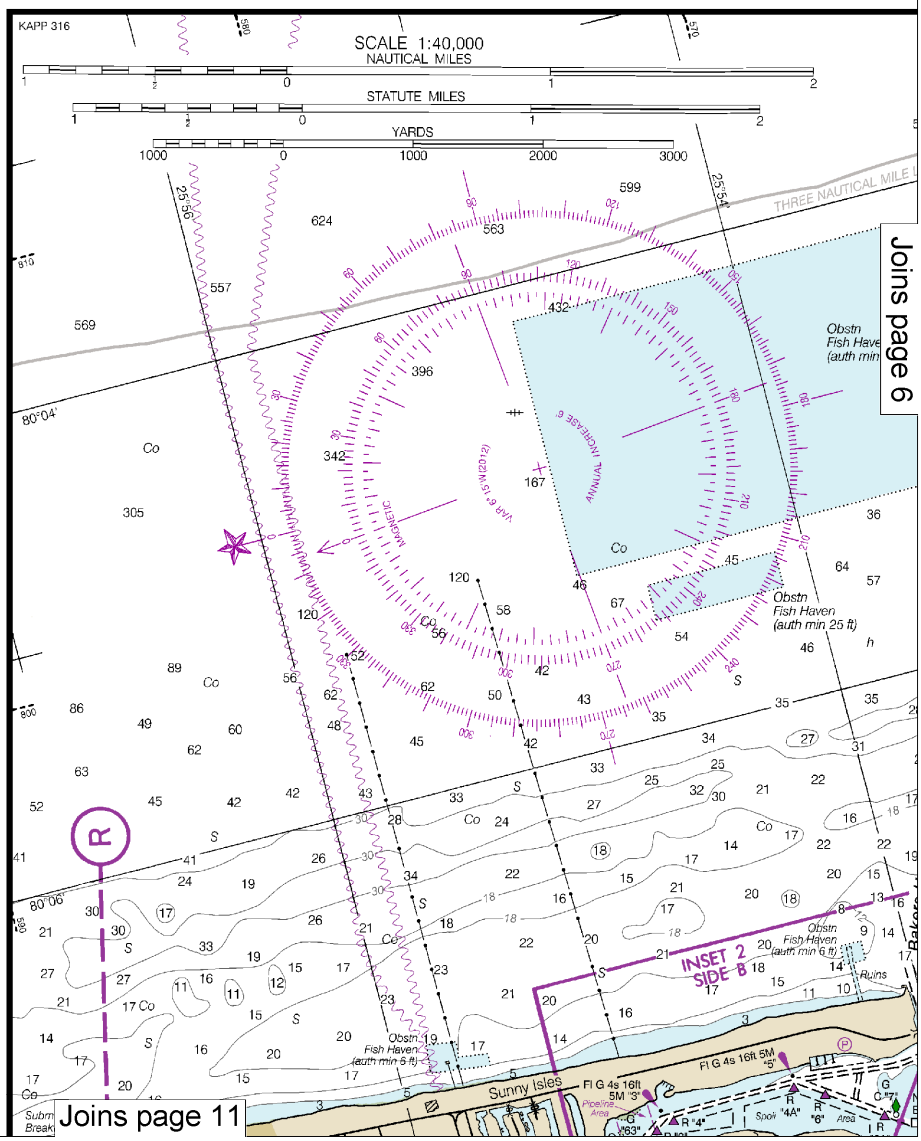
NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.




INSET 2

SCALE 1:24,000
NAUTICAL MILES




This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

## ARTICULATED AIDS

An articulated aid to navigation consists of a pipe structure that oscillates around a universal coupling connected to a sinker. The structure is kept upright by the buoyancy of a submerged flotation chamber. It is designed primarily to mark narrow channels in depths of up to 60 feet. All articulated aids are labelled "*Art*".

## CORAL PROPAGATION

Uncharted submerged manmade structures, designed for the purpose of coral propagation, may exist within the limits of this chart, principally in shallow water areas.

## ABBREVIATIONS

(For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

| | | | |
|---|---|---|---|
| AERO aeronautical | G green | Mo morse code | R TR radio tower |
| Al alternating | IQ interrupted quick | N nun | Rot rotating |
| B black | Iso isophase | OBSC obscured | s seconds |
| Bn beacon | LT HO lighthouse | Oc occulting | SEC sector |
| C can | M nautical mile | Or orange | St M statute miles |
| DIA diaphone | m minutes | Q quick | VQ very quick |
| F fixed | MICRO TR microwave tower | R red | W white |
| Fl flashing | Mkr marker | Ra Ref radar reflector | WHIS whistle |
| | | R Bn radiobeacon | Y yellow |

Bottom characteristics:

| | | | | |
|---|---|---|---|---|
| Blds boulders | Co coral | gy gray | Oys oysters | so soft |
| bk broken | G gravel | h hard | Rk rock | Sh shells |
| Cy clay | Grs grass | M mud | S sand | sy sticky |

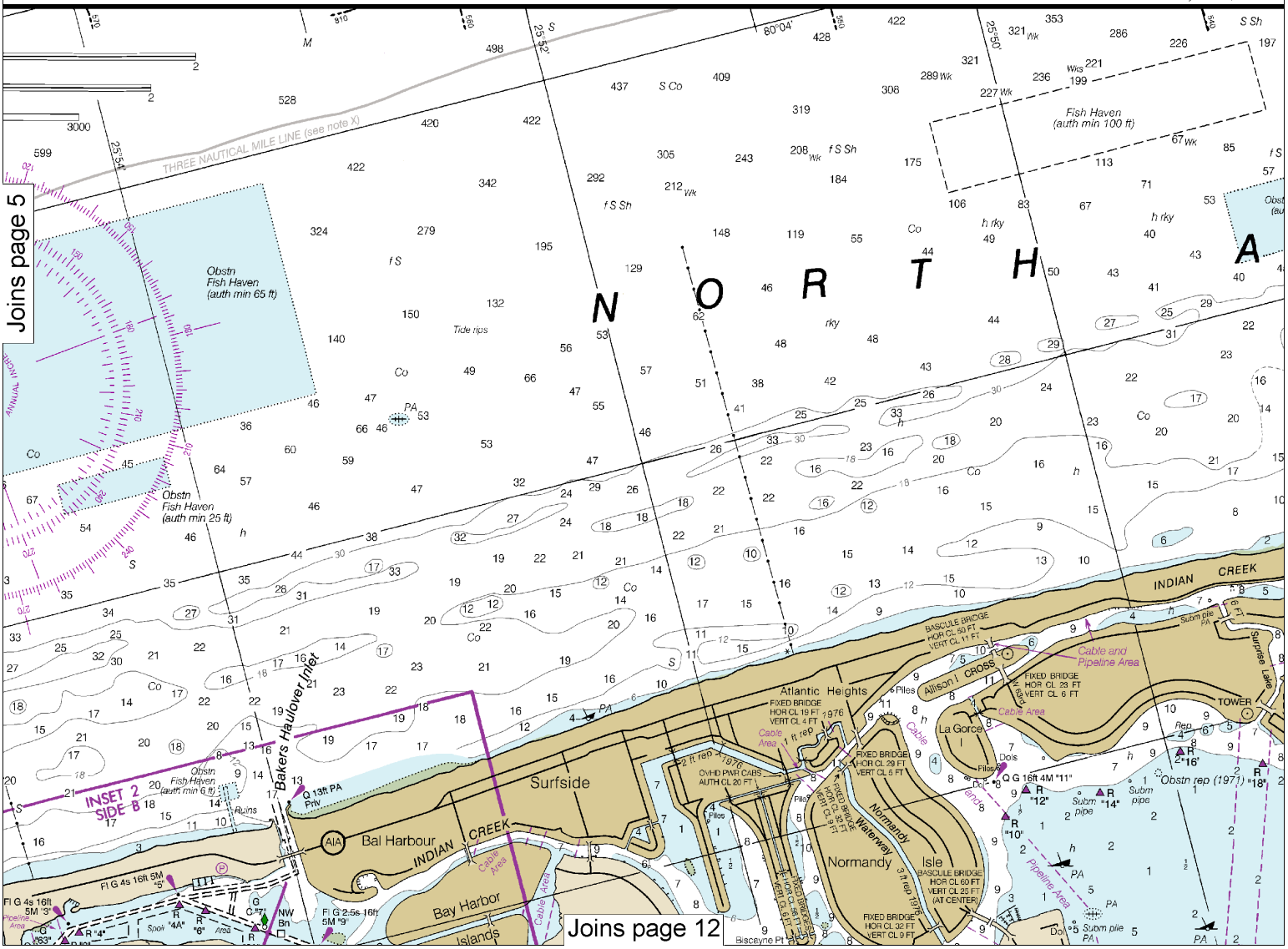
Miscellaneous:

| | | | |
|---|---|---|---|
| AUTH authorized | Obstn obstruction | PD position doubtful | Subm submerged |
| ED existence doubtful | PA position approximate | Rep reported | |

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: – – – –

CONTINUED ON CHART 11466

Formerly 847-SC, 1st Edition




Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Note: Chart grid lines are aligned with true north.

## WEATHER RULES FOR SAFE BOATING

Before setting out:

1. Check local weather and sea conditions.

2. Obtain the latest weather forecast for your area from radio broadcasts.

When warnings are in effect, don't go out unless you are confident your boat can be navigated safely under forecast conditions of wind and sea. Be cautious when you see warning displays at U.S. Coast Guard stations, yacht clubs, marinas, and at other coastal points.

While afloat:

1. Keep a weather eye out for:

   A. A sudden vertical cumulus cloud development
   B. A sudden change in wind direction
   C. A sudden noticeable increase in wind velocity
   D. A drop in temperature

2. Be alert to heavy static on your AM radio which may indicate approaching thunderstorms.

3. Check radio weather broadcasts for latest forecasts and warnings.

Thundersqualls often occur on warm, moist afternoons and are a great hazard to the mariner. They can have wind gusts up to 80 mph and hit almost without warning. To survive a squall, you must prevent being capsized or blown to leeward into danger.

### NOTE D

PRECAUTIONARY AREA

A Precautionary Area exists around Miami Lighted Buoy "M", at (25° 46' 08" N, 80° 04' 59" W). Large commerical ships inbound and outbound of the port will board and disembark pilots within this area and will be severely limited in their ability to maneuver. All vessels are advised to exercise extreme care in navigating within this area.

MARINE WEATHER FORECASTS
NATIONAL WEATHER SERVICE

| CITY | TELEPHONE NUMBER | OFFICE HOURS |
|---|---|---|
| Melbourne, FL | *(321) 255-0212 | 8:00 AM-4:00 PM (Mon.-Fri.) |
| Miami, FL | (305) 229-4522 | 24 hours |
| Tampa Bay, FL | *(813) 645-2506 | 8:00 AM-4:00 PM (Mon.-Fri.) |
| Key West, FL | (305) 295-1316 | 24 hours |

*Recording (24 hours daily)

### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

| | | |
|---|---|---|
| West Palm Beach, FL | KEC-50 | 162.475 MHz |
| Miami, FL | KHB-34 | 162.550 MHz |
| Princeton, FL | WNG-663 | 162.425 MHz |

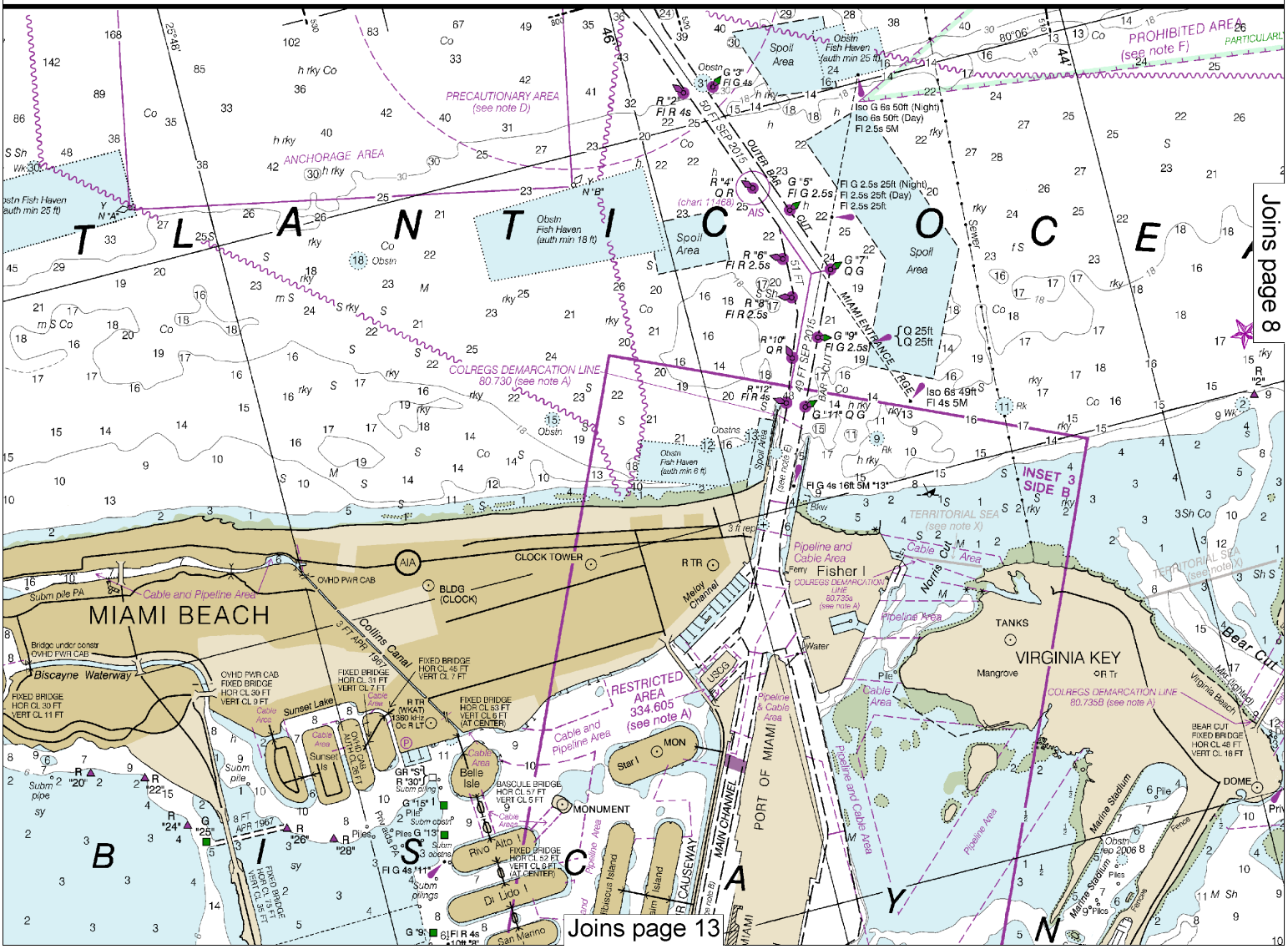
### CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

### PARTICULARLY SENSITIVE SEA AREA

The Particularly Sensitive Sea Area (PSSA) is indicated by a dashed green limiting line highlighted with a green screened band or by a green screened band used in conjunction with the line symbol for other limits with which the PSSA coincides. A PSSA is an environmentally sensitive area around which mariners should exercise extreme caution. See U.S. Coast Pilot volumes for information regarding this area.

cn 1962



OFFICE HOURS
AM-4:00 PM (Mon.-Fri.)
ours
AM-4:00 PM (Mon.-Fri.)
ours

CASTS
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tations at

62.475 MHz
62.550 MHz
62.425 MHz

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advised to

AREA
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formation

BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS
BY MARINE RADIOTELEPHONE STATIONS

| CITY | STATION | FREQ. | DAILY BROCASTS-EST | SPECIAL WARNING |
|---|---|---|---|---|
| Miami, FL | NCF | 2670 kHz | 10:50 AM & PM | †On receipt |

†Preceded by announcment on 2182 kHz and 156.8 MHz

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF

CAUTION
BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

NOTE B

The area in Miami Harbor from the turning basin to th northwest corner of Dodge island is utilized intermittentl as a seaplane operating area.

NOTE E
CAUTION

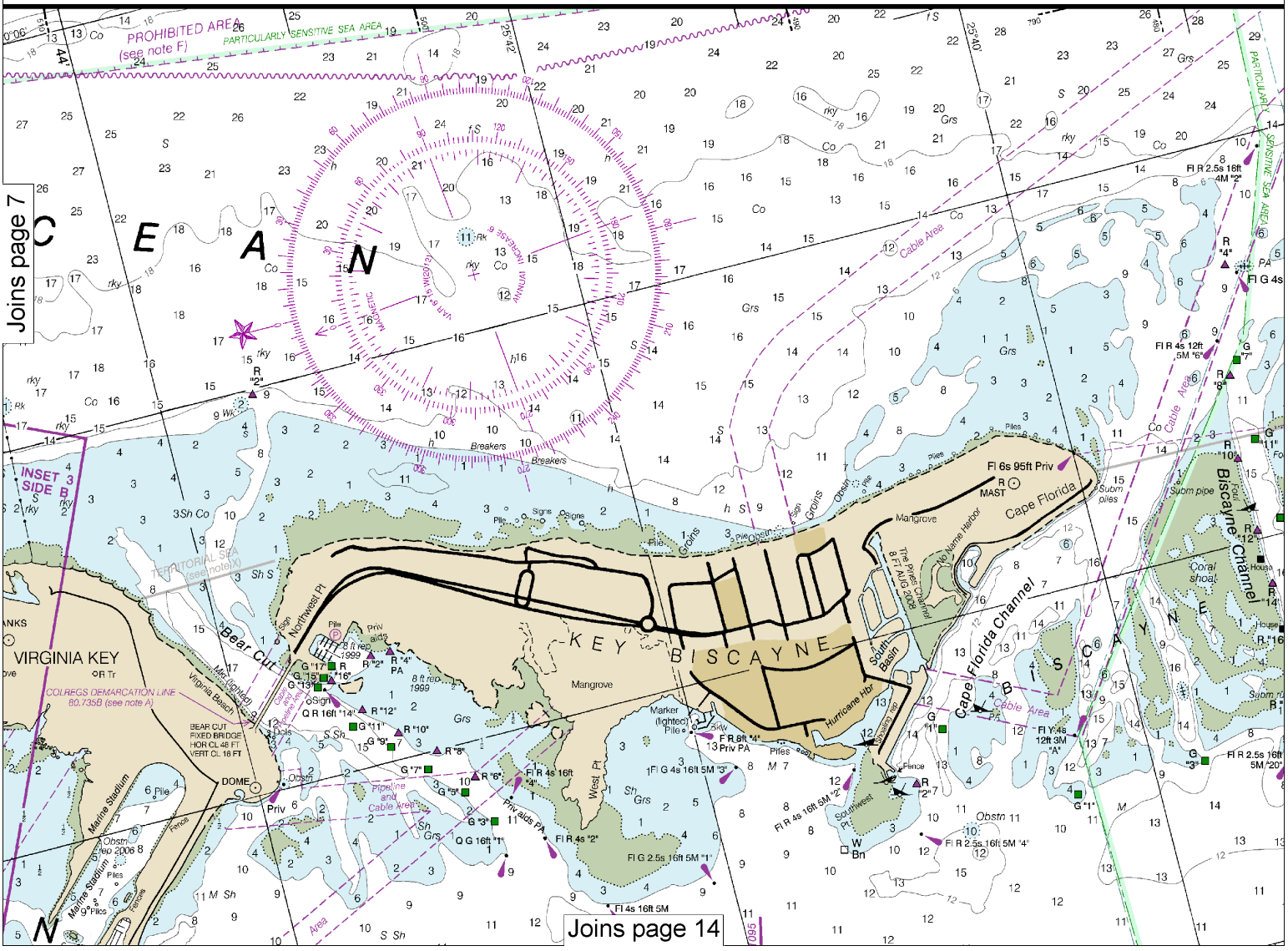
Cross-channel current variations in Government Cut a particularly difficult to negotiate because of variance between predicted and actual currents. Caution should b exercised when entering from sea during flood tide wit northeasterly winds; a strong turning torque occurs whe just inside the north jetty. A similar but less seriou situation occurs when leaving the port during ebb tide Horizontal current gradients occur in the turning basin the northwest corner of Dodge Island which may mal maneuvering difficult. Ships may encounter currer anomalies at the mouth of the Miami River.

NOTE F
PROHIBITED AREAS
(Areas to be avoided)

Under the Florida Keys National Marine Sanctuary and Protection Act, Pub. L. 101-605 and IMO advisory SN/Circ. 145, these areas are to be avoided by tank vessels and vessels greater than 50 meters in length.

SCALE 1:40,000
NAUTICAL MILES
1 ½ 0 1 2
STATUTE MILES
1 ⅜ 0 1 2
YARDS
1000 0 1000 2000 3000

CONTINUED ON CHART 11466




Printed at reduced scale.
~~SCALE 1:40,000~~
Nautical Miles
1 ½ 0 1 2 3
Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Note: Chart grid lines are aligned with true north.

MIAMI RIVER

The controlling depths were 9 feet for a mid-width of 75 feet from the Intracoastal Waterway to South Fork Miami River; thence 15 feet for a mid-width of 60 feet to the Tamiami Canal; thence 13 feet for a mid-width of 45 feet to the Seaboard Coast Line (SCL) Railroad bridge; thence 6 1/2 feet for a mid-width of 45 feet to the dam at the 36th St.bridge.

Jul 2000 - Nov 2010

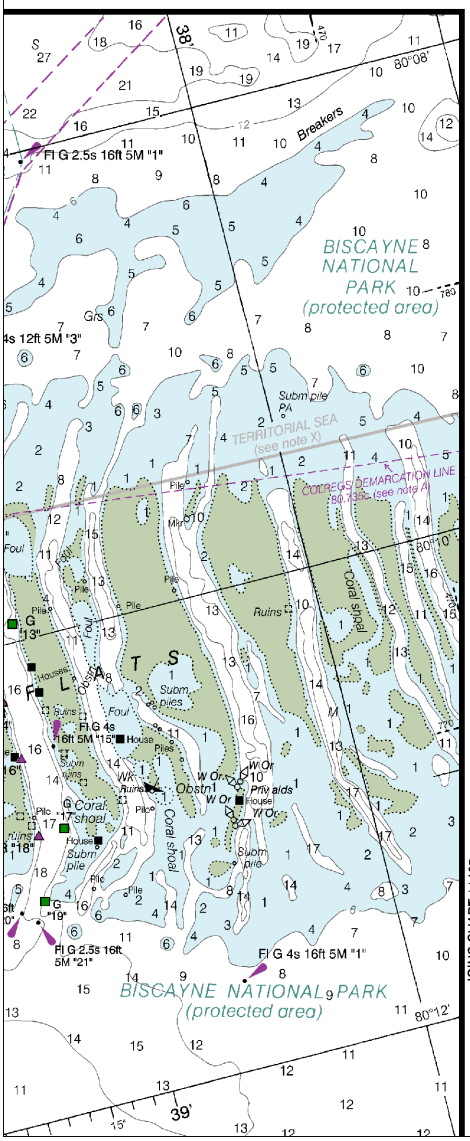
NOTE H
VENETIAN CAUSEWAY BRIDGES

(A)- BASCULE BRIDGE
HOR CL 90 FT
VERT CL 12 FT

(B)- FIXED BRIDGE
HOR CL 51 FT
VERT CL 6 FT
(AT CENTER)

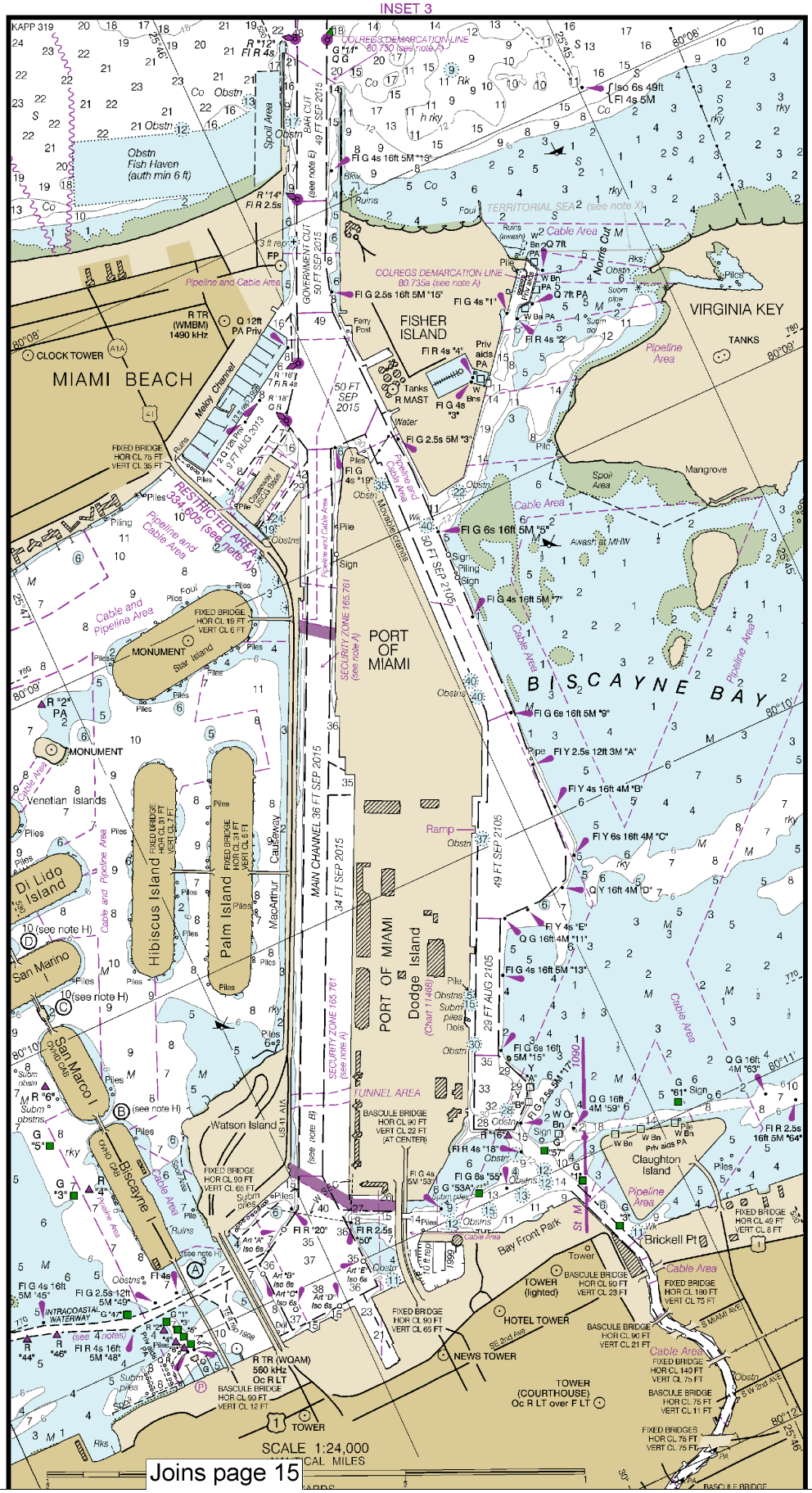
(C)- FIXED BRIDGE
HOR CL 52 FT
VERT CL 6 FT
(AT CENTER)

(D)- FIXED BRIDGE
HOR CL 52 FT
VERT CL 6 FT
(AT CENTER)




JOINS CHART 11465

INSET 3



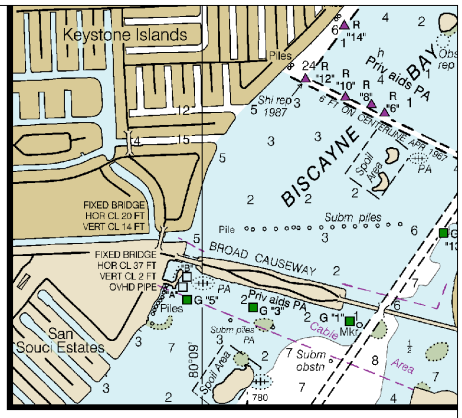
Joins page 4

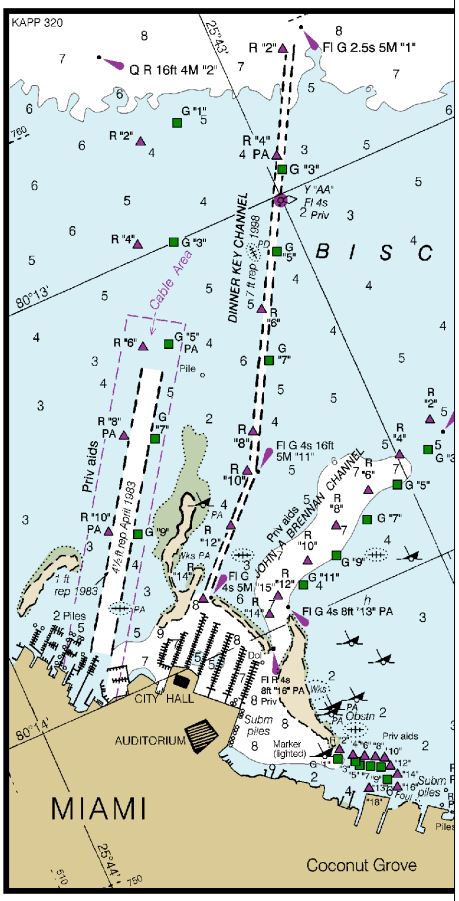
SIDE B

CAUTION

WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.




11467 43rd Ed., Jan. 2012

Joins page 16

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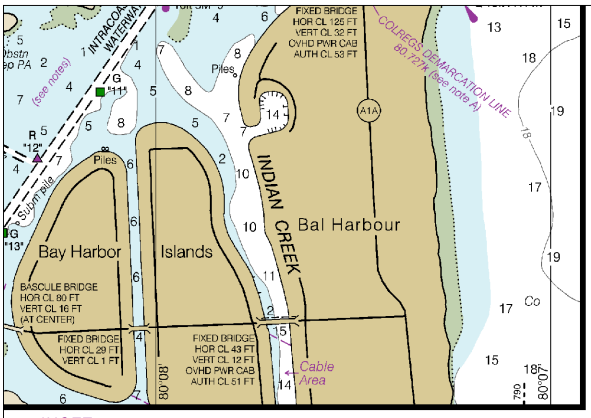
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

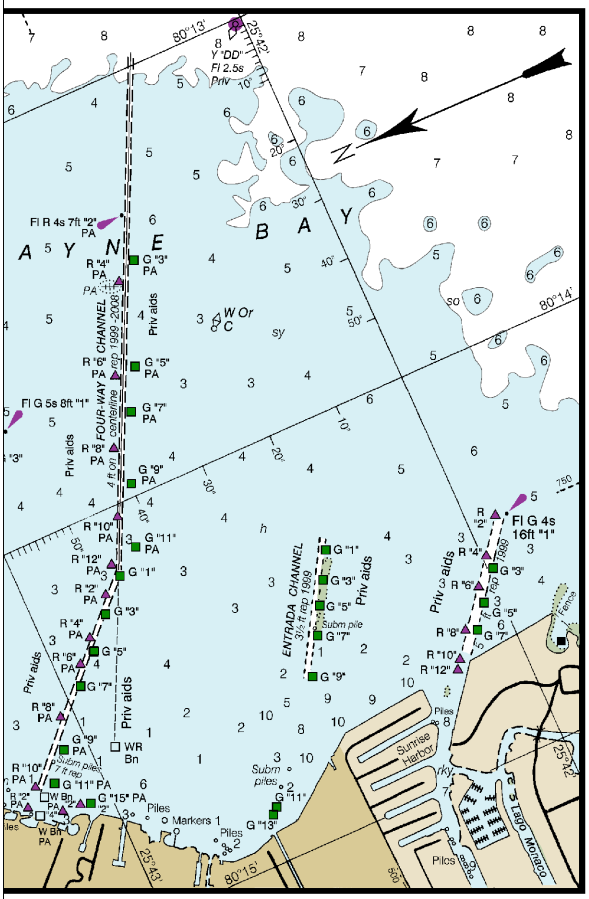
See Note on page 5.




INSET 2

SCALE 1:24,000
NAUTICAL MILES

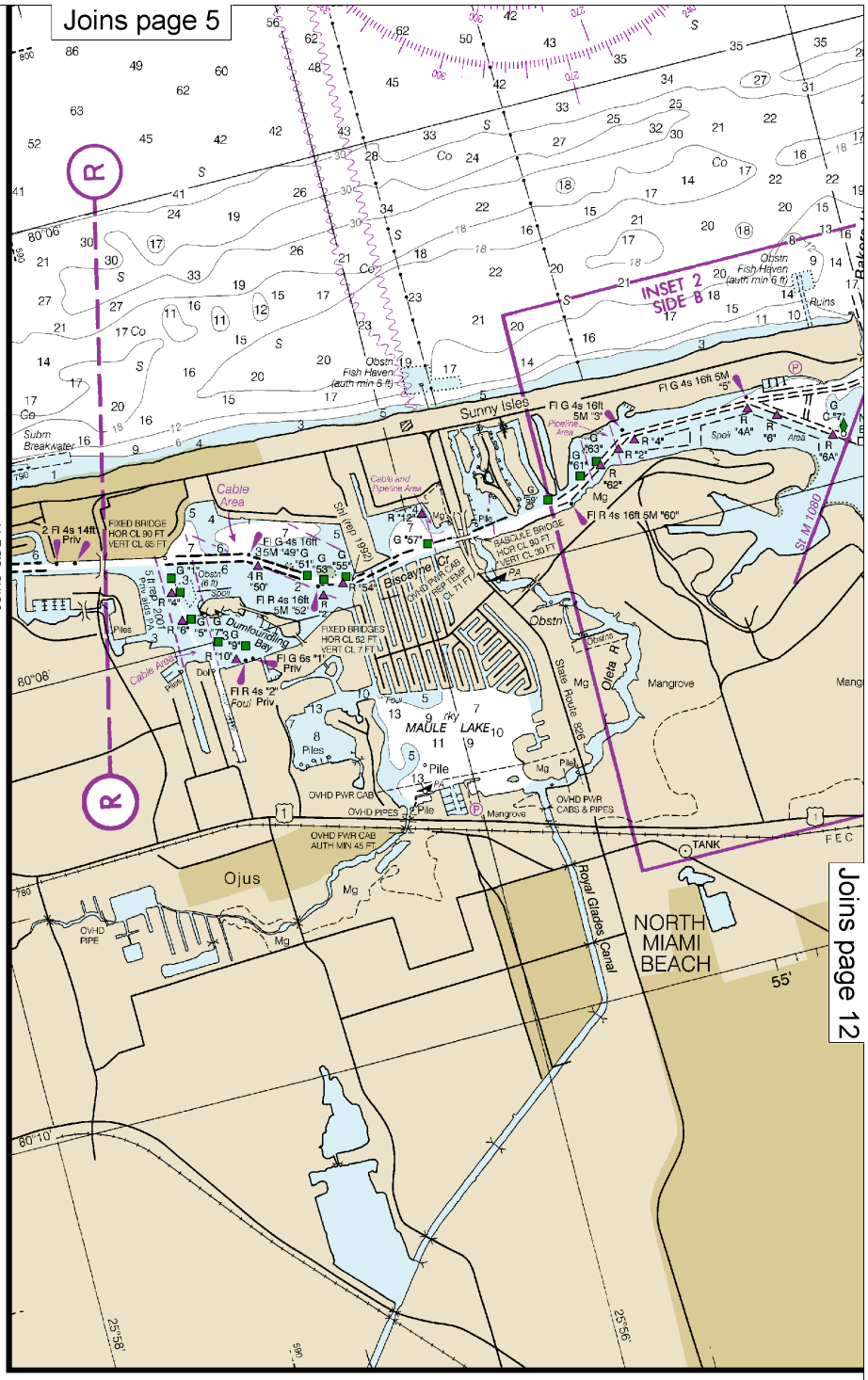
YARDS
500 1000 1500 2000




INSET 4

Joins page 5

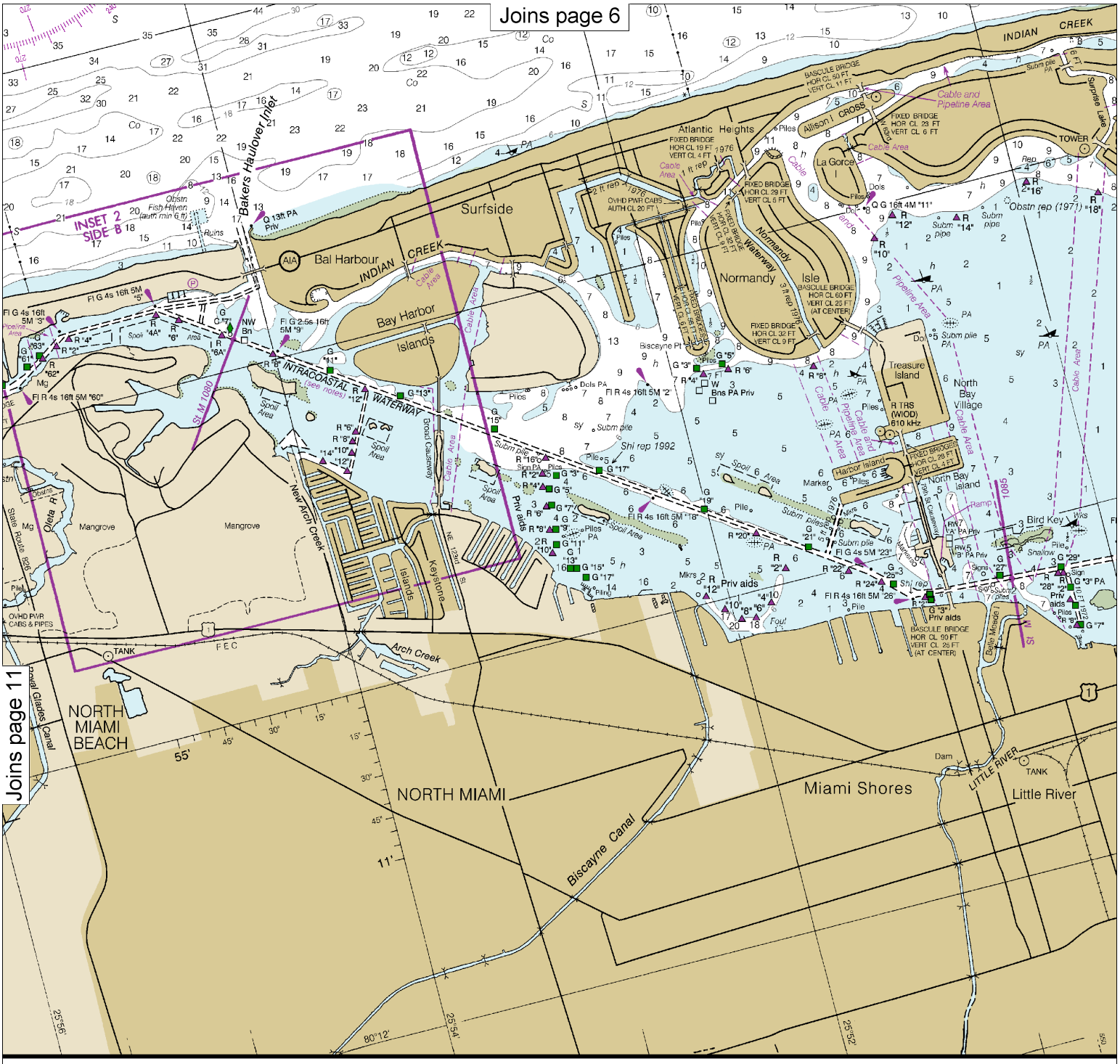
JOINS SIDE A




Joins page 12

Joins page 17

SA





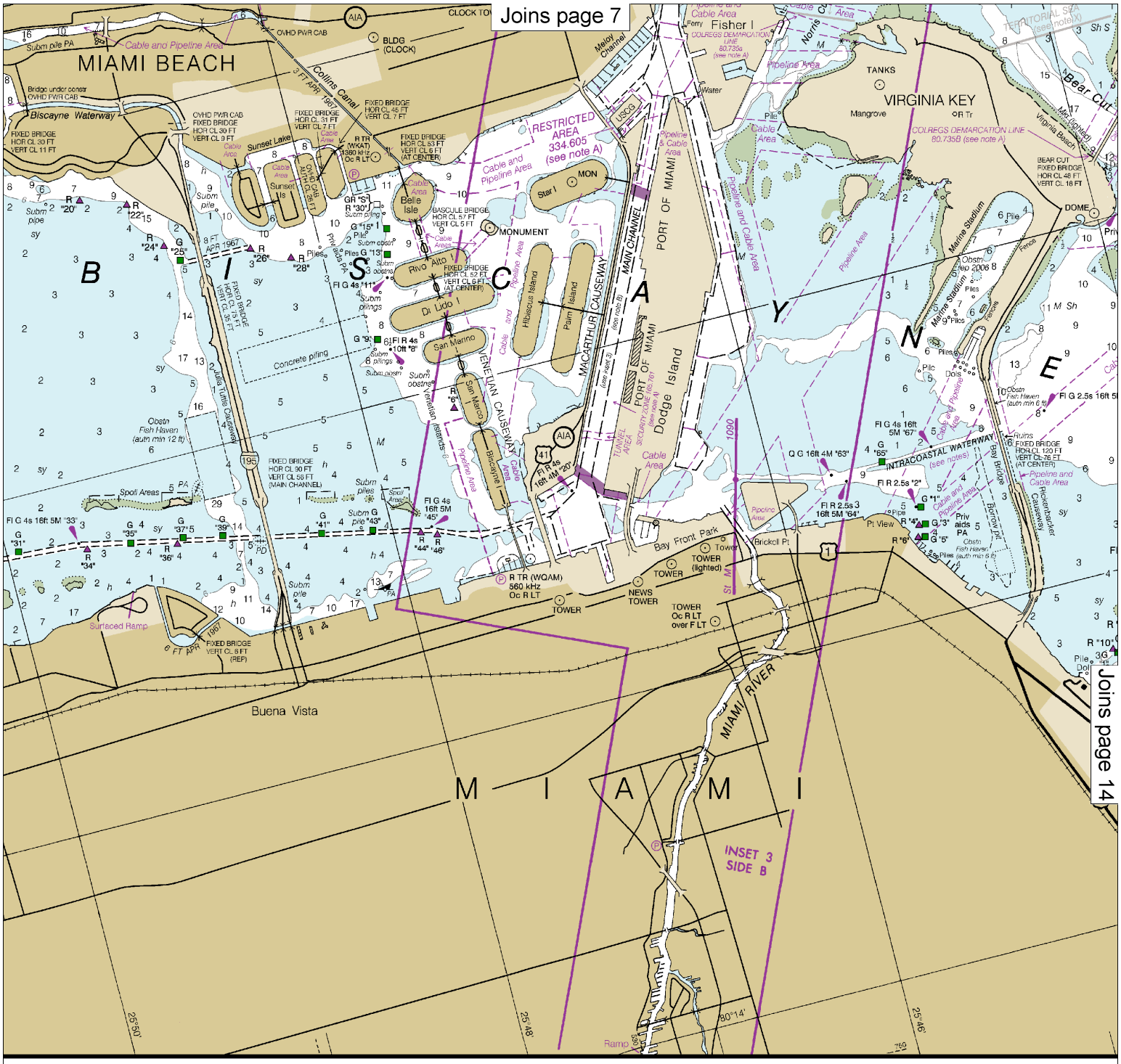

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.




HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may no reflect actual conditions following these storms. Fixed aids t navigation may have been damaged or destroyed. Buoys may

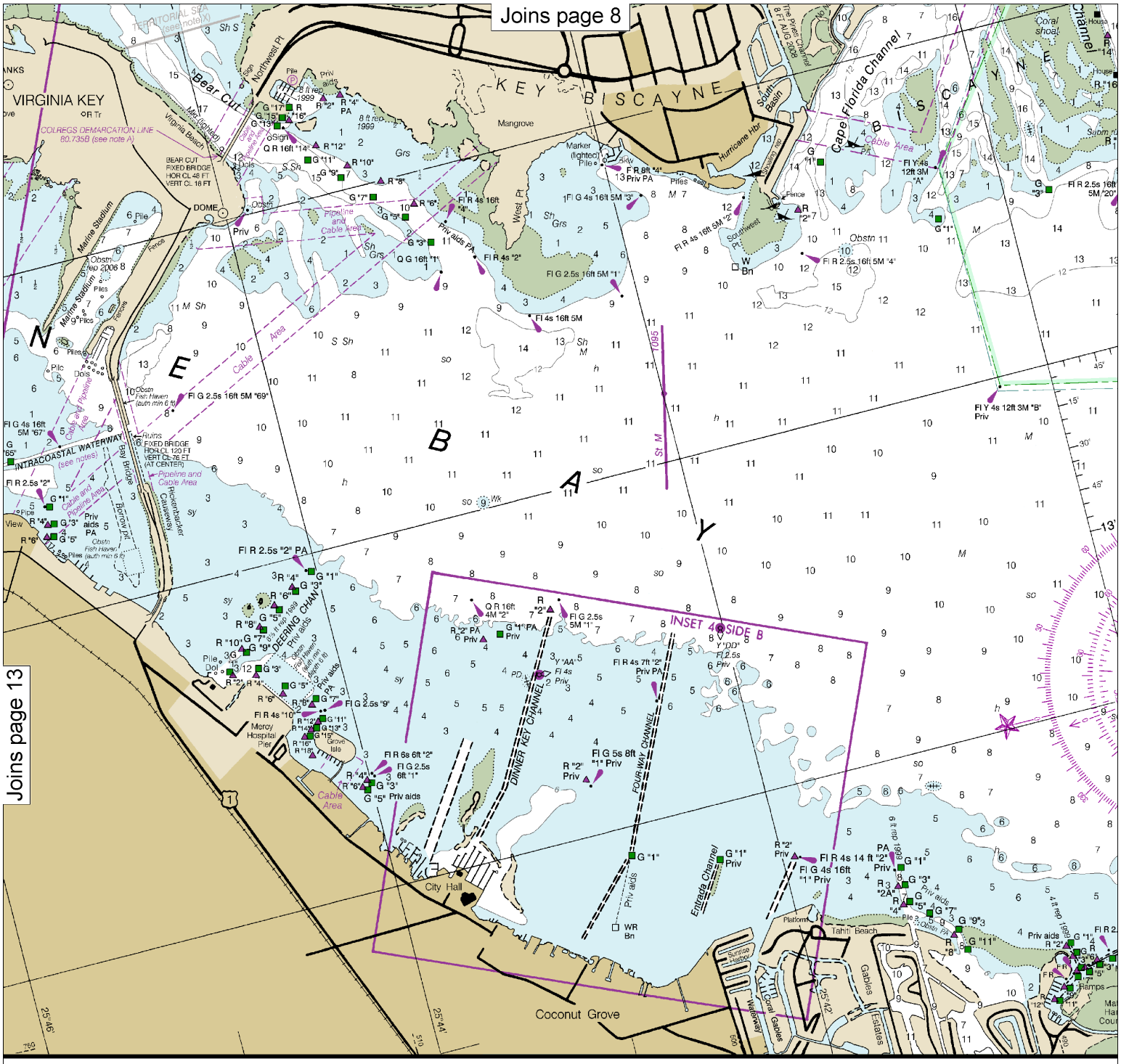
POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial




RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard Distri... Offices as racing and other private buoys a... not all listed in the U.S. Coast Guard Light Lis...

Printed at reduced scale.

~~SCALE 1:40,000~~

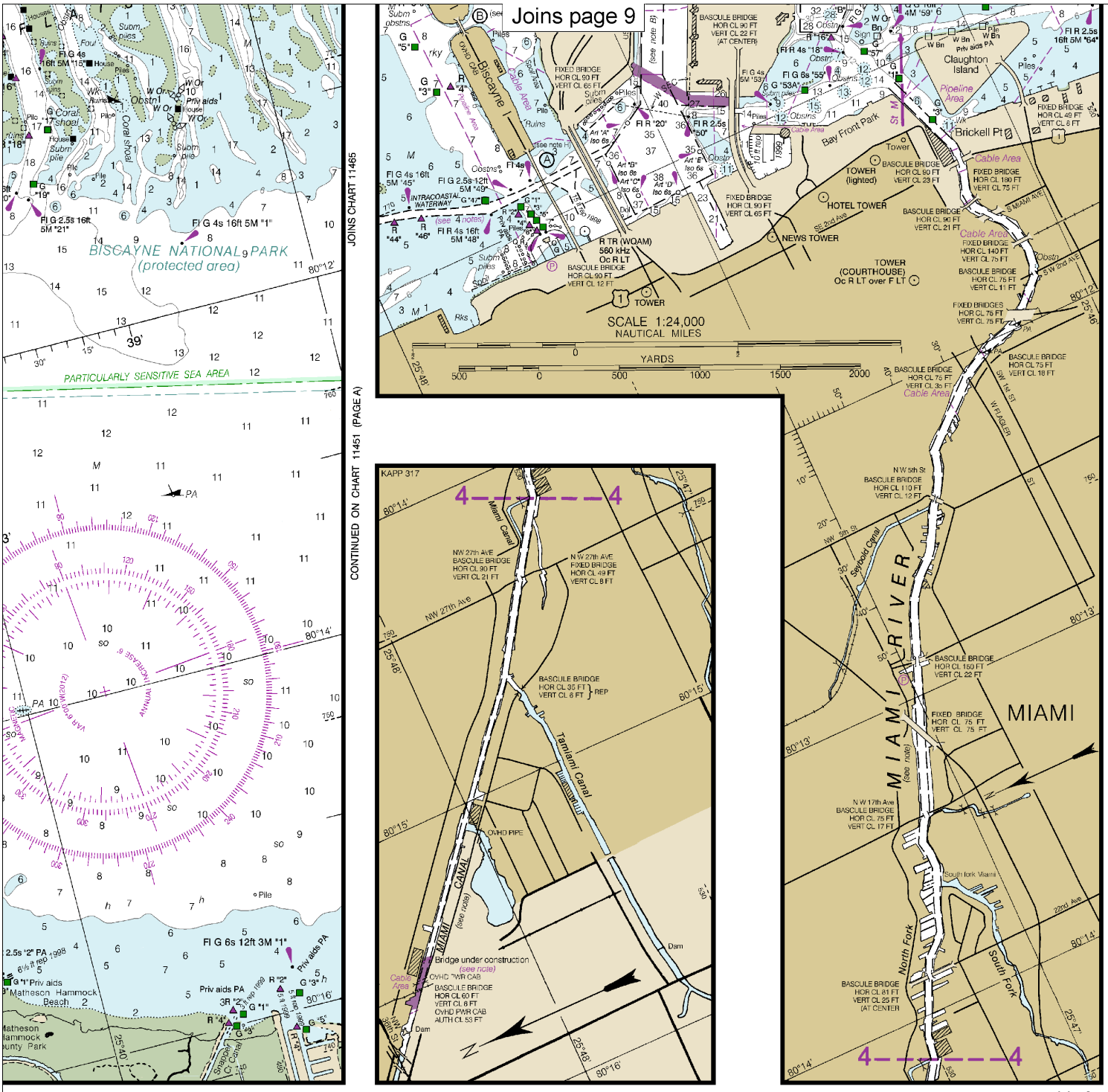
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Note: Chart grid lines are aligned with true north.




CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

Joins page 21

THE NATION'S CHARTMAKER SINCE 1807

# NAUTICAL CHART 11467

INTRACOASTAL WATERWAY

## FLORIDA

# WEST PALM BEACH

Joins page 10




CAUTION

WARNINGS CONCERNING LARGE VESSELS

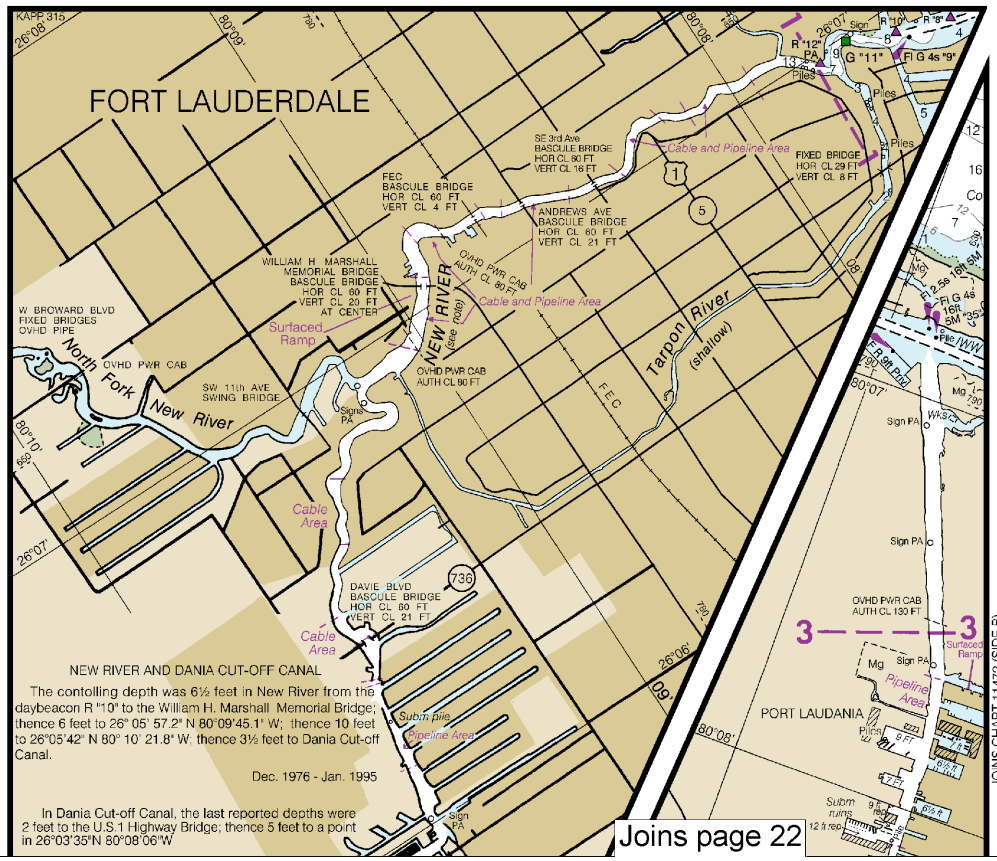
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

TIDAL INF

| PLACE | |
|---|---|
| NAME | (LAT/LO |
| Palm Beach, Lake Worth, FL | (26°44'N/0 |
| Palm Beach , Hwy. 704 bridge, FL | (26°42'N/0 |
| West Palm Beach, Canal, Lake Worth, FL | (26°39'N/0 |
| Lake Worth Pier, ocean, FL | (26°37'N/0 |
| Boynton Beach, Lake Worth, FL | (26°33'N/0 |
| Delray Beach, ICWW, FL | (26°28'N/0 |
| South Delray Beach, ICWW, FL | (26°27'N/0 |
| Yamato, ICWW, FL | (26°24'N/0 |
| Lake Wyman, ICWW, FL | (26°22'N/0 |
| Hillsboro Inlet (CG Station), FL | (26°16'N/0 |
| Port Everglades, Turning Basin, FL | (26°06'N/0 |
| Whiskey Creek, south entrance, FL | (26°03'N/0 |
| Dumfoundling Bay, FL | (25°57'N/0 |
| N. Miami Beach, Newport Fishing Pier, FL | (25°56'N/0 |
| Haulover Pier, N. Miami Beach, FL | (25°54'N/0 |
| Miami Miamarina, Biscayne Bay, FL | (25°47'N/0 |
| Miami Harbor Entrance, ocean pier, FL | (25°46'N/0 |
| Biscayne Creek, ICWW, FL | (25°53'N/0 |
| Lake Worth ICWW, Lake Worth, FL | (26°37'N/0 |

Dashes (- - -) located in datum columns indicate unavaila
tide predictions, and tidal current predictions are available

(Dec 2011)



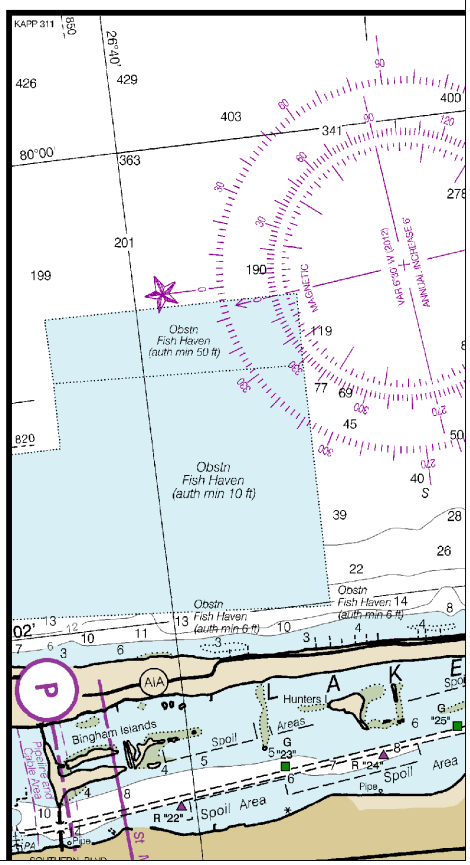

NEW RIVER AND DANIA CUT-OFF CANAL

The contolling depth was 6½ feet in New River from the daybeacon R "10" to the William H. Marshall Memorial Bridge; thence 6 feet to 26° 05' 57.2" N 80°09'45.1" W; thence 10 feet to 26°05'42" N 80° 10' 21.8" W; thence 3½ feet to Dania Cut-off Canal.

Dec. 1976 - Jan. 1995

In Dania Cut-off Canal, the last reported depths were 2 feet to the U.S.1 Highway Bridge; thence 5 feet to a point in 26°03'35"N 80°08'06"W

JOINS CHART 11472 (SIDE B)





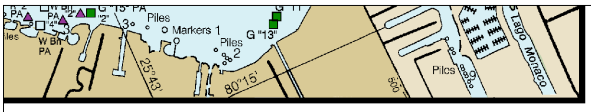

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Joins page 11

INSET 4

NFORMATION

| | Height referred to datum of soundings (MLLW) | | |
|---|---|---|---|
| LONG) | Mean Higher High Water | Mean High Water | Mean Low Water |
| | feet | feet | feet |
| /080°03'W) | 3.1 | 2.9 | 0.2 |
| /080°03'W) | 2.9 | 2.7 | 0.1 |
| /080°03'W) | 2.8 | 2.6 | 0.2 |
| /080°02'W) | 3.0 | 2.9 | 0.1 |
| /080°03'W) | 2.8 | 2.6 | 0.1 |
| /080°04'W) | 2.8 | 2.6 | 0.2 |
| /080°04'W) | 2.7 | 2.6 | 0.2 |
| /080°04'W) | 2.6 | 2.5 | 0.2 |
| /080°04'W) | 2.5 | 2.4 | 0.2 |
| /080°05'W) | 2.8 | 2.6 | 0.2 |
| /080°07'W) | 2.8 | 2.7 | 0.2 |
| /080°07'W) | 2.5 | 2.4 | 0.2 |
| /080°08'W) | 2.2 | 2.2 | 0.1 |
| /080°07'W) | 2.8 | 2.6 | 0.2 |
| /080°07'W) | 2.7 | 2.6 | 0.1 |
| /080°11'W) | 2.4 | 2.3 | 0.1 |
| /080°08'W) | 2.7 | 2.6 | 0.2 |
| /080°10'W) | 2.4 | 2.3 | 0.1 |
| /080°03'W) | 3.1 | 2.9 | 0.1 |

llable datum values for a tide station. Real-time water levels,
ble on the Internet from http://tidesandcurrents.noaa.gov.

PORT EVERGLADES CHANNEL DEPTHS

TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYS TO APR 2013

| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) | | | | | | PROJECT DIMENSIONS | | |
|---|---|---|---|---|---|---|---|---|
| NAME OF CHANNEL | LEFT OUTSIDE QUARTER | LEFT INSIDE QUARTER | RIGHT INSIDE QUARTER | RIGHT OUTSIDE QUARTER | DATE OF SURVEY | WIDTH (FEET) | LENGTH (MILES) | DEPTH MLLW (FEET) |
| ENTRANCE CHANNEL (FROM 200 FEET SEAWARD OF RED BUOY-2 TO EAST END OF THE JETTIES) | 43.4 | 47.2 | 43.3 | 21.1 | 12-12 | 500-450 | 1.0 | 45 |
| BAR CUT (FROM EAST END OF JETTIES TO TURNING BASIN) | 42.0 | 44.7 | 42.5 | 42.4 | 4-13 | 450 | 0.5 | 42 |

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION

SA

1. Keep your chart up to date by a
when you receive them.
2. Read carefully all notes printed or
3. Learn the meaning of each symbol a
4. The compass on your chart show
must also correct your bearing for the d
5. Constantly use your chart from the
the orientation of your boat with respect
6. Maintain your position on the cha
can identify in your surroundings.

PUBLIC BOATING

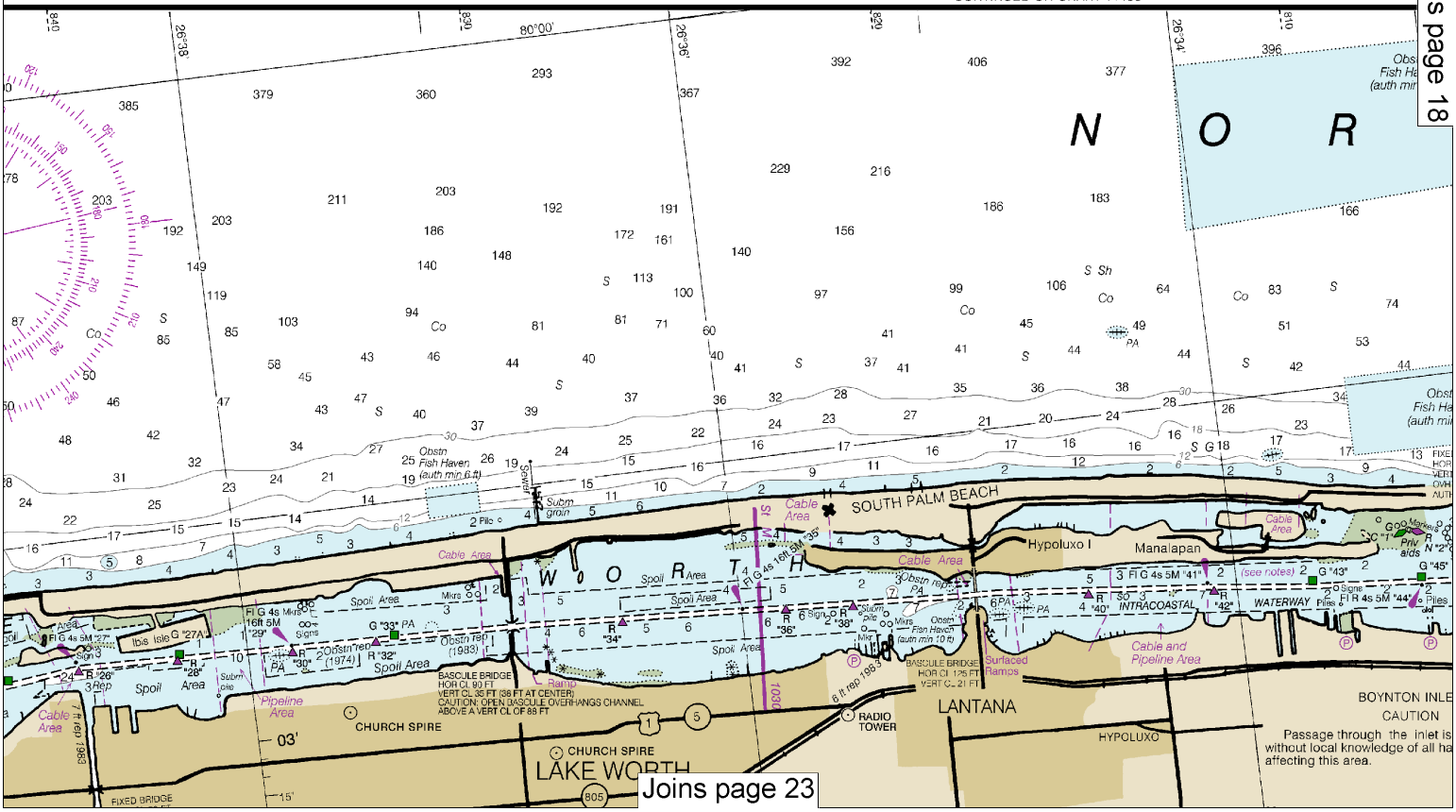
The United States Power Squad
(USCGAUX), national organizations
struction programs in communities t
regarding these educational courses,

USPS - Local Squadron Comm
Box 30423, Raleigh, N.C. 27612

USCGAUX - 7th Coast Guard D
305-350-5697 or USCG Headquart

Fixed and f
submerged, may ex
bridge construction
proceed with

CONTINUED ON CHART 11466




Joins page 18

Joins page 23

Joins page 12

SAFETY HINTS

1. Keep your chart up to date by applying all Notice to Mariners corrections when you receive them.
2. Read carefully all notes printed on you chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

PUBLIC BOATING INSTRUCTION PROGRAMS

The United States Power Squadrons (USPS) and U.S. Coast Guard Auxiliary (USCGAUX), national organizations of boatmen, conduct extensive boating instruction programs in communities throughout the United States. For information regarding these educational courses, contact the following sources:

USPS - Local Squadron Commander or USPS Headquarters, Post Office Box 30423, Raleigh, N.C. 27612, 919-821-0281

USCGAUX - 7th Coast Guard District, 51 Southwest Ave., Miami, FL 33130 305-350-5697 or USCG Headquarters (G-BAU), Washington, D.C. 20593-0001.

CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

NOTE C

PRECAUTIONARY AREA

A Precautionary Area exists around Port Everglades Lighted Buoy "PE" and the approaches to Port Everglades, including Port Everglades Lighted Buoys "2" and "3". Large commercial ships inbound and outbound of the port will board and disembark pilots within this area and will be severely limited in their ability to maneuver. All vessels are advised to exercise extreme care in navigating within this area.

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

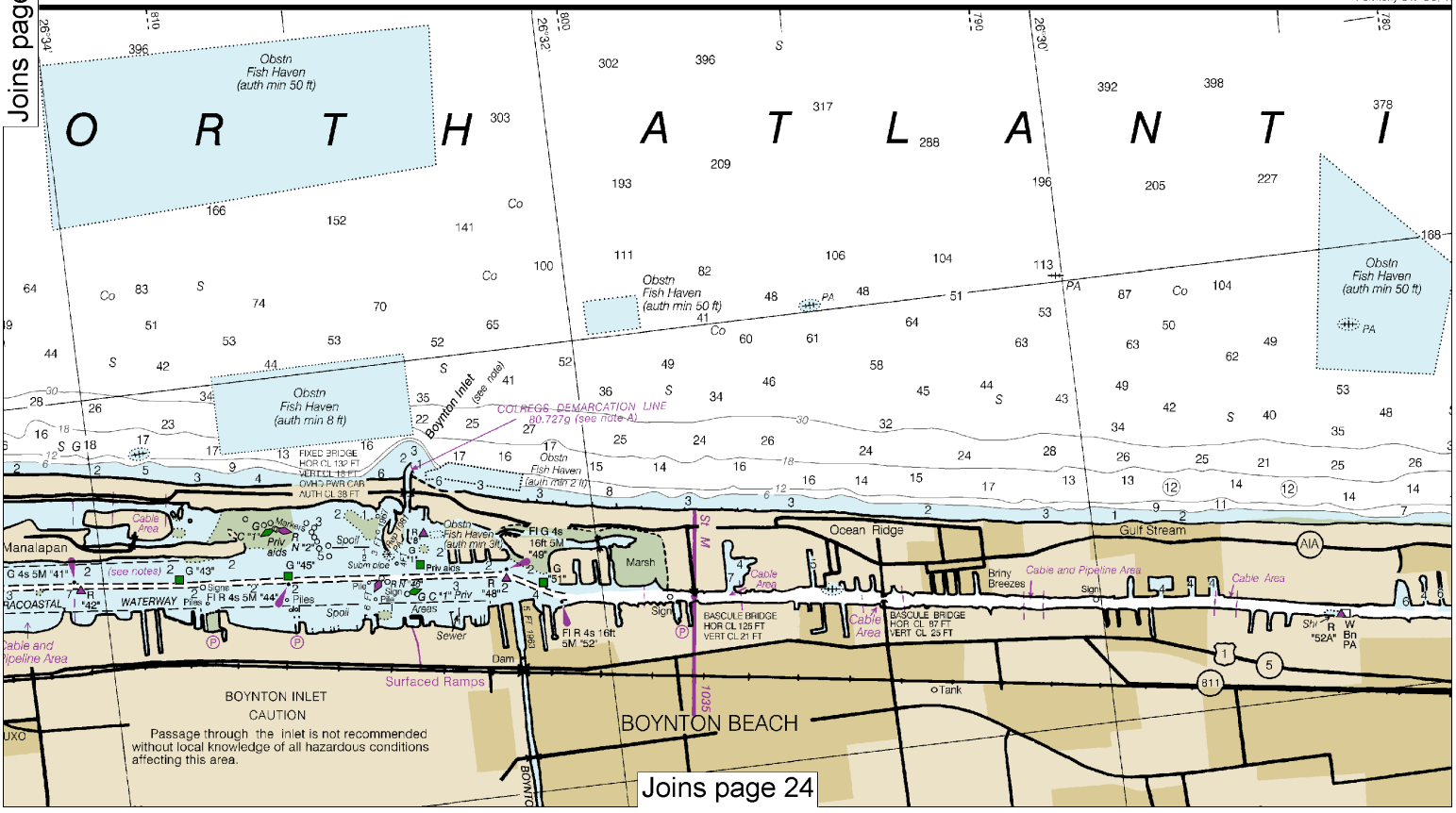
RULES OF THE ROAD

(ABRIDGED)

Motorless craft have the right-of-way in almost all cases.
Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.
A motorboat being overtaken has the right-of-way.
Motorboats approaching head to head or nearly so should pass port to port.
When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.
Motorboats must keep to the right in narrow channels when safe and practicable.
Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

Joins page 17

Formerly 847-SC, 1




Joins page 24



Note: Chart grid lines are aligned with true north.

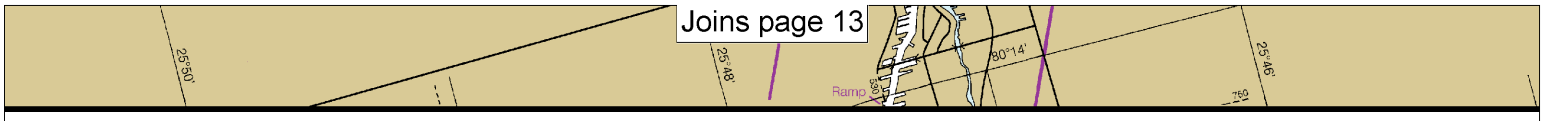
Printed at reduced scale. ~~SCALE 1:40,000~~

See Note on page 5.

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

Joins page 13




Ⓟ Pump-out facilities

CAUTION

ARINE PIPELINES AND CABLES

submarine pipelines and submarine
submarine pipeline and cable areas
as:

*Area* *Cable Area*

nal uncharted submarine pipelines and
cables may exist within the area of
Not all submarine pipelines and sub-
bles are required to be buried, and
t were originally buried may have
posed. Mariners should use extreme
hen operating vessels in depths of
parable to their draft in areas where
and cables may exist, and when
, dragging, or trawling.
d wells may be marked by lighted or
buoys.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

ARTICULATED AIDS

An articulated aid to navigation consists of a pipe structure that oscillates around a universal coupling connected to a sinker. The structure is kept upright by the buoyancy of a submerged flotation chamber. It is designed primarily to mark narrow channels in depths of up to 60 feet. All articulated aids are labelled "*Art*".

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

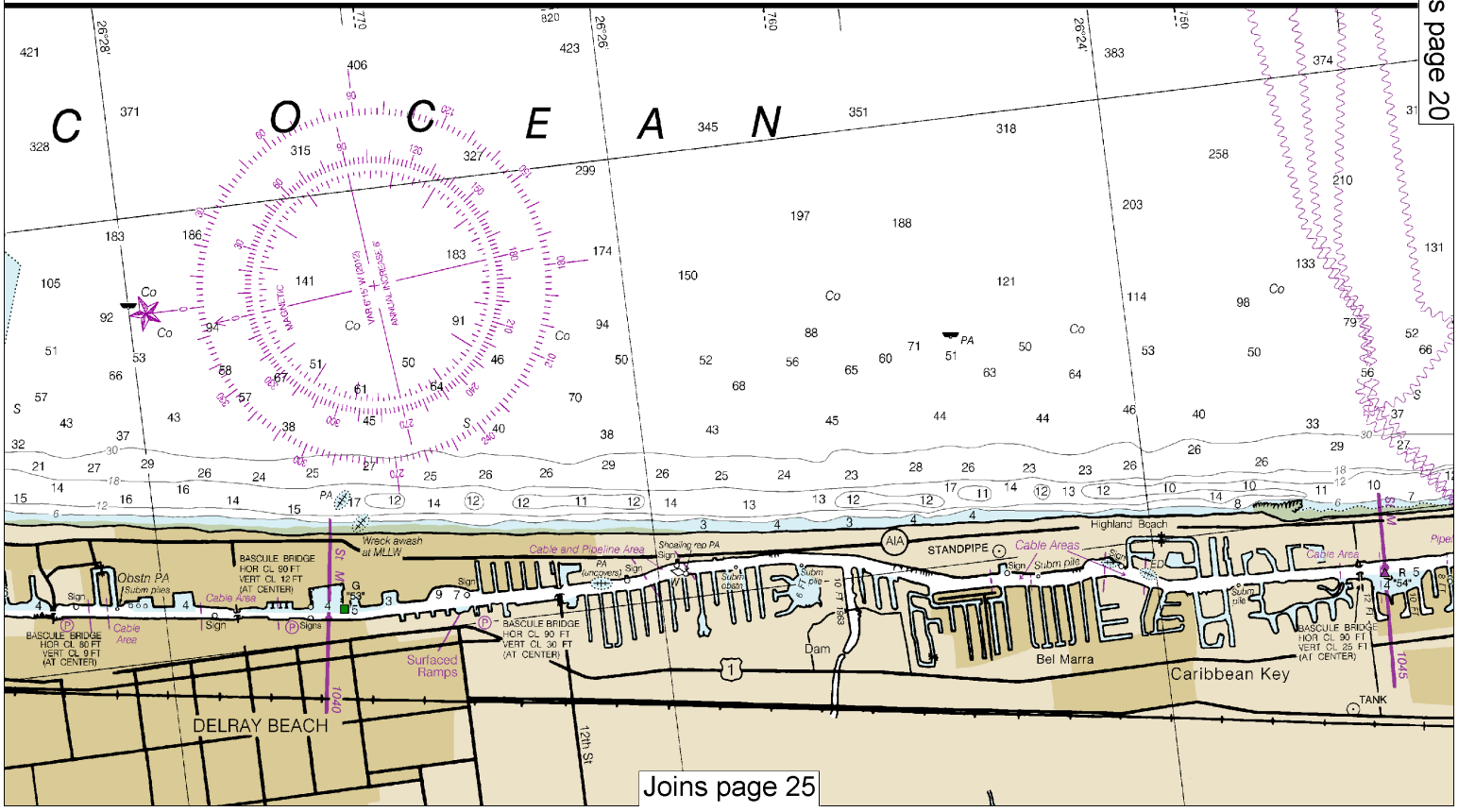
HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.315" northward and 0.827" eastward to agree with this chart.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.






Joins page 20

Joins page 25

Joins page 14

Coconut Grove

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

PLANE COORDINATE GRID

(based on NAD 1927)

Florida State Grid, East Zone is indicated by dashed ticks at 10,000 foot intervals. The last three digits are omitted.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

INTRACOASTAL WATERWAY

Project Depths

12 feet Norfolk, VA to Fort Pierce FL; 10 feet Fort Pierce, FL to Miami FL; 7 feet Miami, FL to Cross Bank, Florida Bay.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

Distances

Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus: ——

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.

CORAL PROPAGATION

Uncharted submerged manmade designed for the purpose of coral p may exist within the limits of this chart in shallow water areas.

INTRACOASTAL WATERWAY

The U.S. Aids to Navigation Sys signed for use with nautical charts, ar meaning of an aid to navigation may unless the appropriate chart is cons

Aids to navigation marking the I Waterway exhibit unique yellow s distinguish them from aids marking ways.

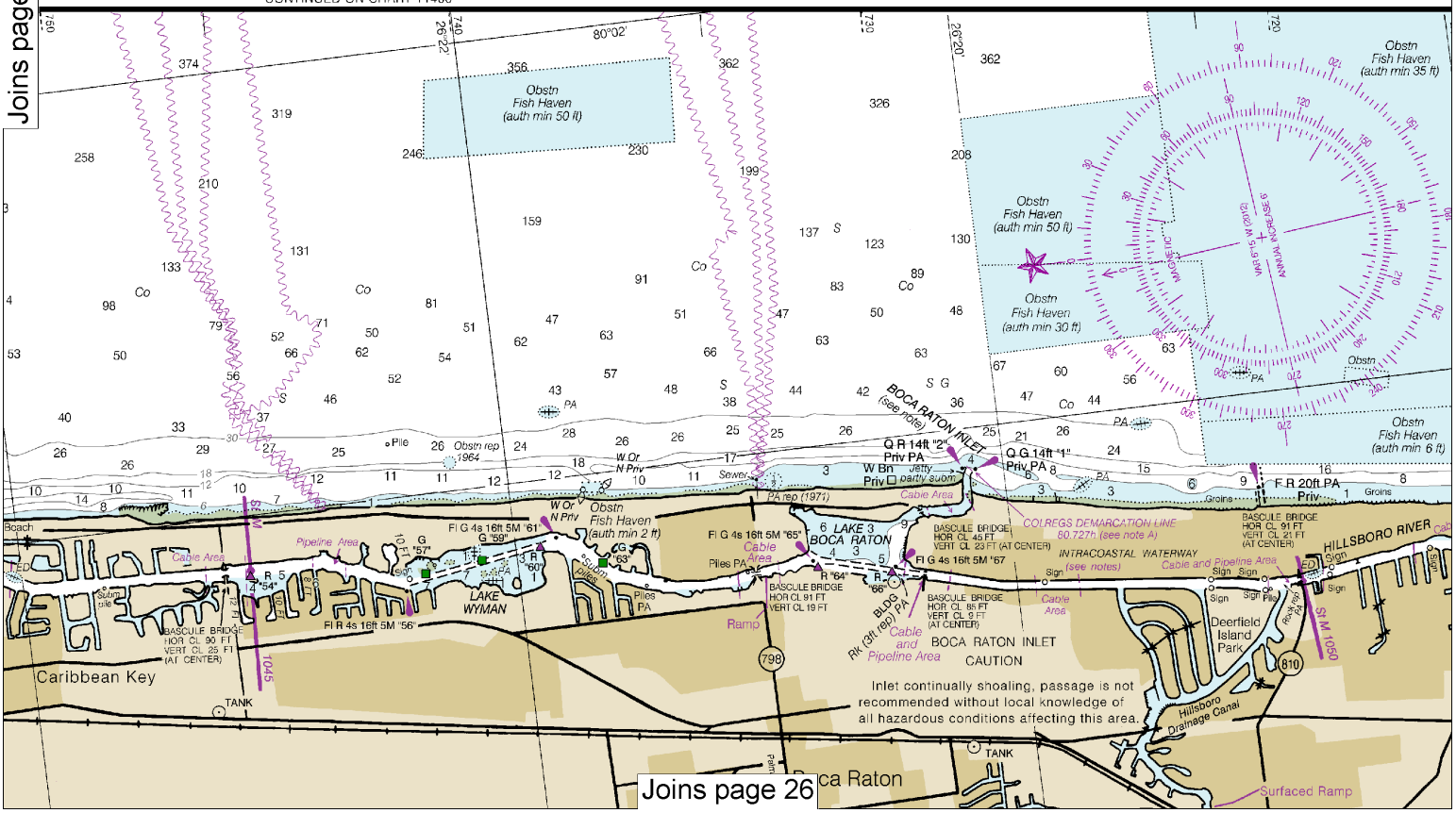
When following the Intracoastal southward from Norfolk, VA to Cro Florida Bay, aids with yellow triang be kept on the starboard side of the aids with yellow squares should be port side of the vessel.

A horizontal yellow band provide information, but simply identifies a gation as marking the Intracoastal

rclamation, tified as the urisdictional e Gulf coast re remain in limit of the 200-nautical clamation. are subject

Joins page 19

CONTINUED ON CHART 11466




Joins page 26

Printed at reduced scale.

~~SCALE 1:40,000~~

See Note on page 5.

Nautical Miles

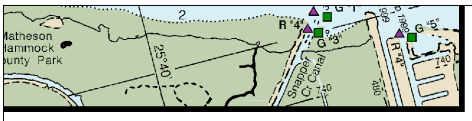
1 ½ 0 1 2 3

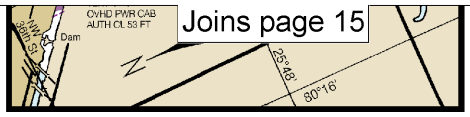
Yards

1000 0 1000 2000 3000 4000 5000

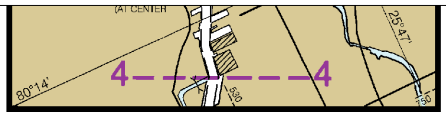


Note: Chart grid lines are aligned with true north.






Joins page 15




11467

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

RADAR REFLECTORS

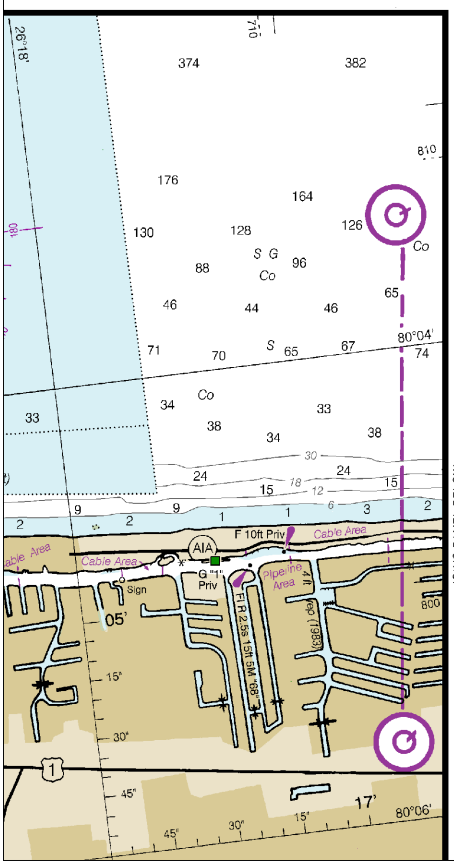
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

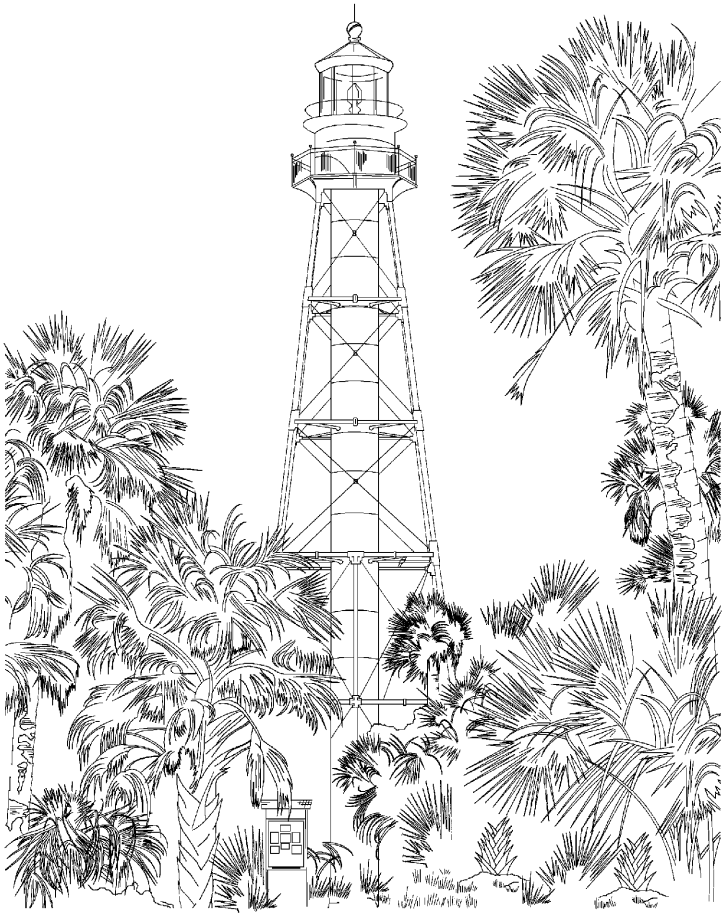
WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.




JOINS PANEL BELOW

Joins page 27



# NAUTICAL CHART 11467

## INTRACOASTAL WATERWAY

THE NATION'S CHARTMAKER SINCE 1807

## FLORIDA

# WEST PALM BEACH TO MIAMI

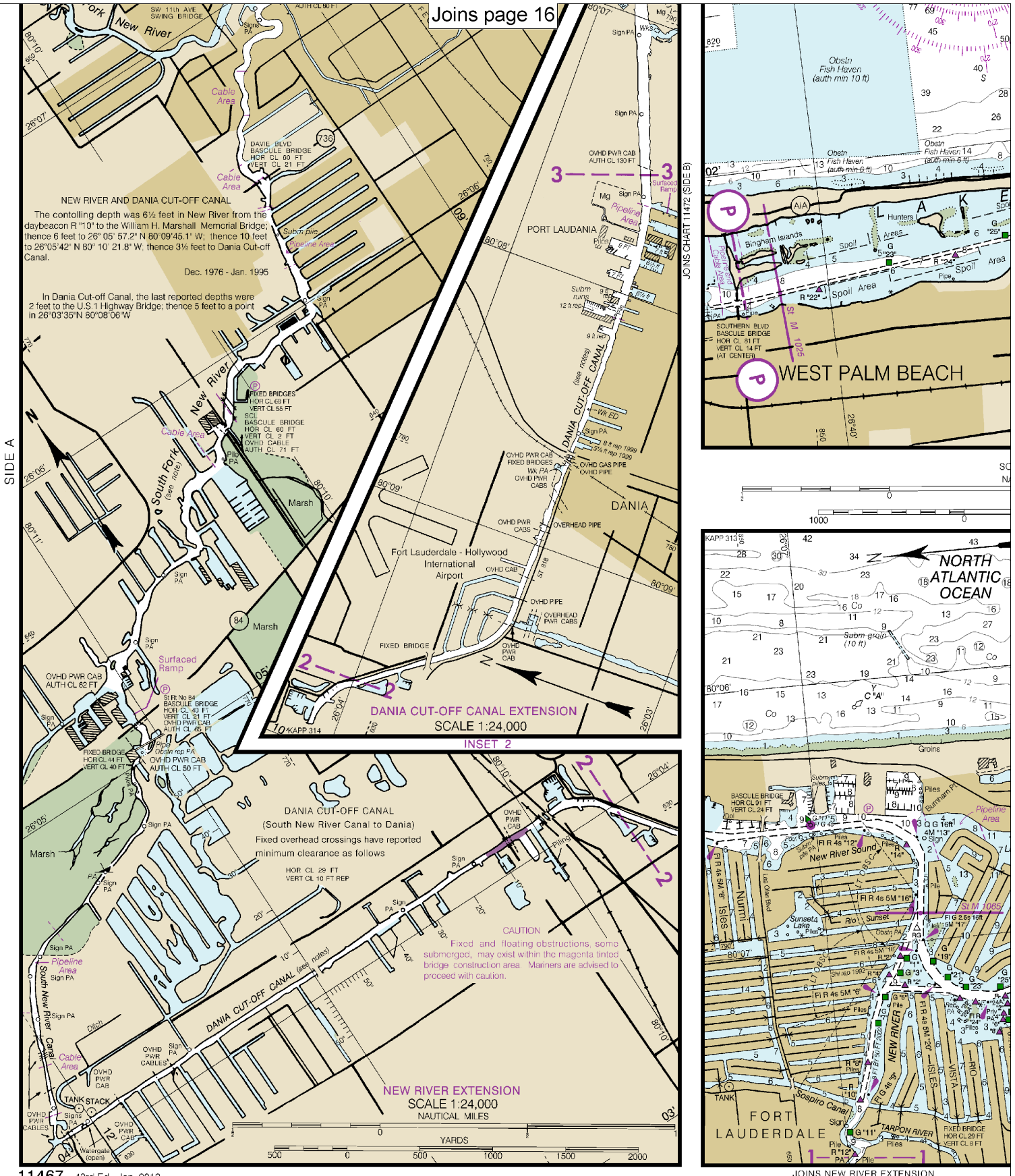
Chart 11467 43rd Ed., Jan. 2012

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

MERCATOR PROJECTION AT SCALE 1:40,000
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
NORTH AMERICAN DATUM OF 1983
(WORLD GEODETIC SYSTEM 1984)

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above Mean High Water




11467 43rd Ed., Jan. 2012

Last Correction: 10/31/2016. Cleared through:
LNM: 4616 (11/15/2016), NM: 4816 (11/26/2016)



Note: Chart grid lines are aligned with true north.

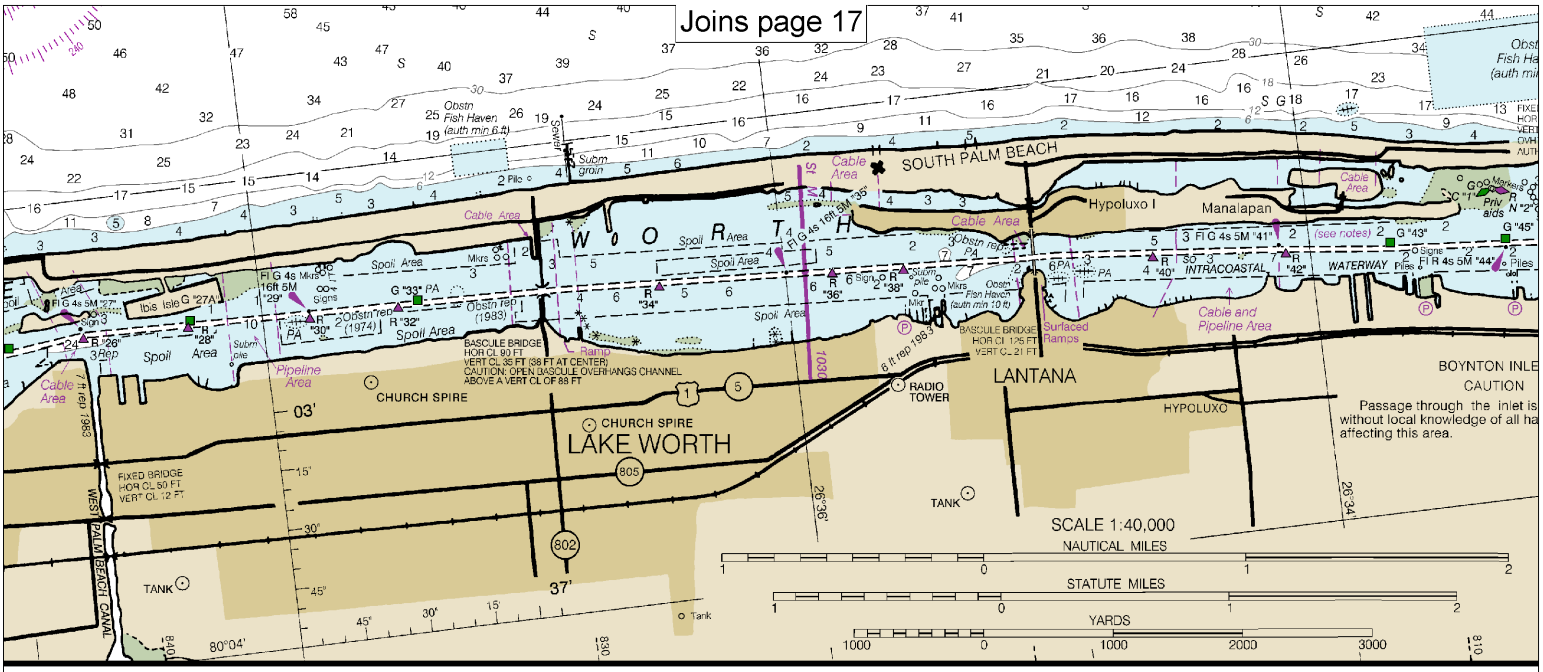
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

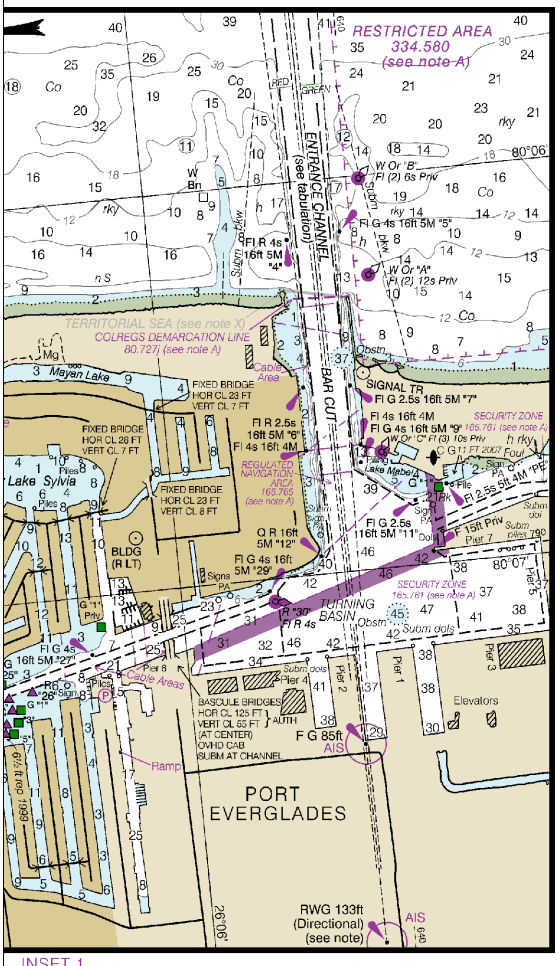
See Note on page 5.

Joins page 17

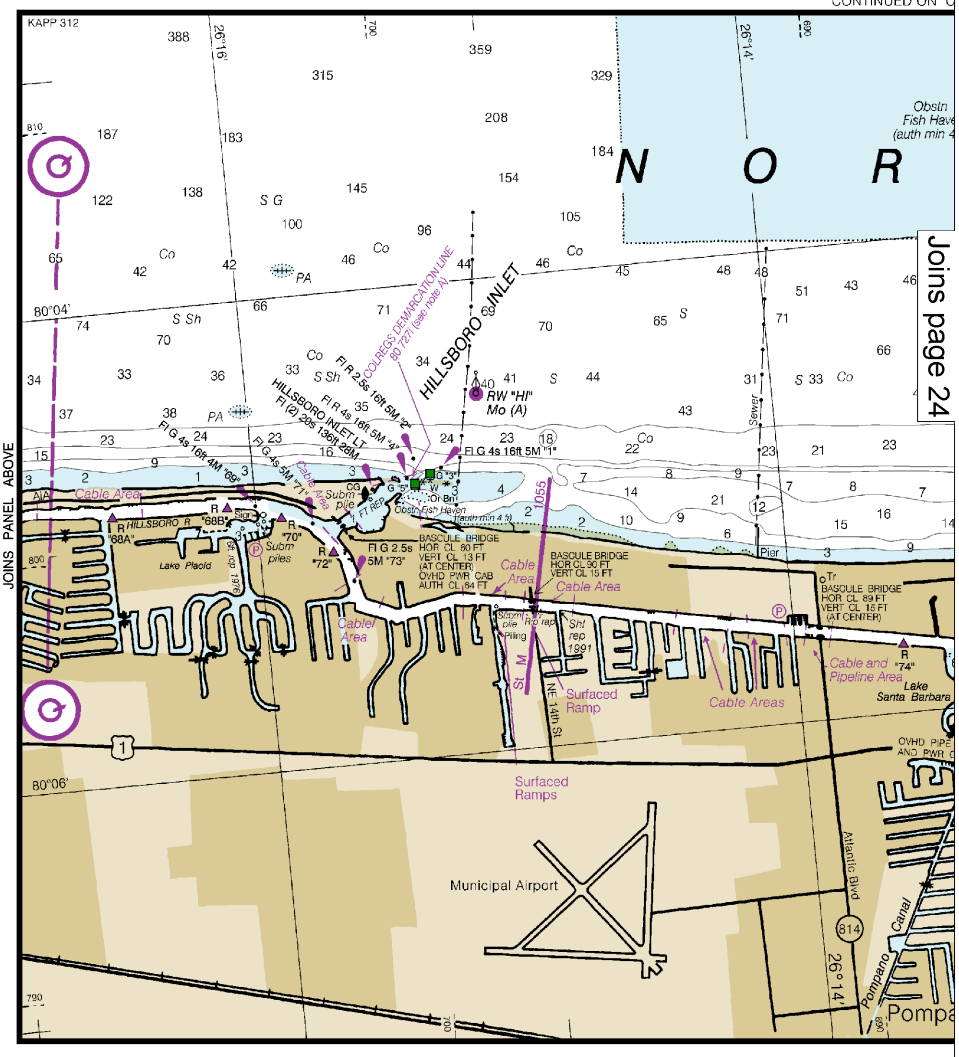



CONTINUED ON C

SCALE 1:24,000
NAUTICAL MILES
YARDS

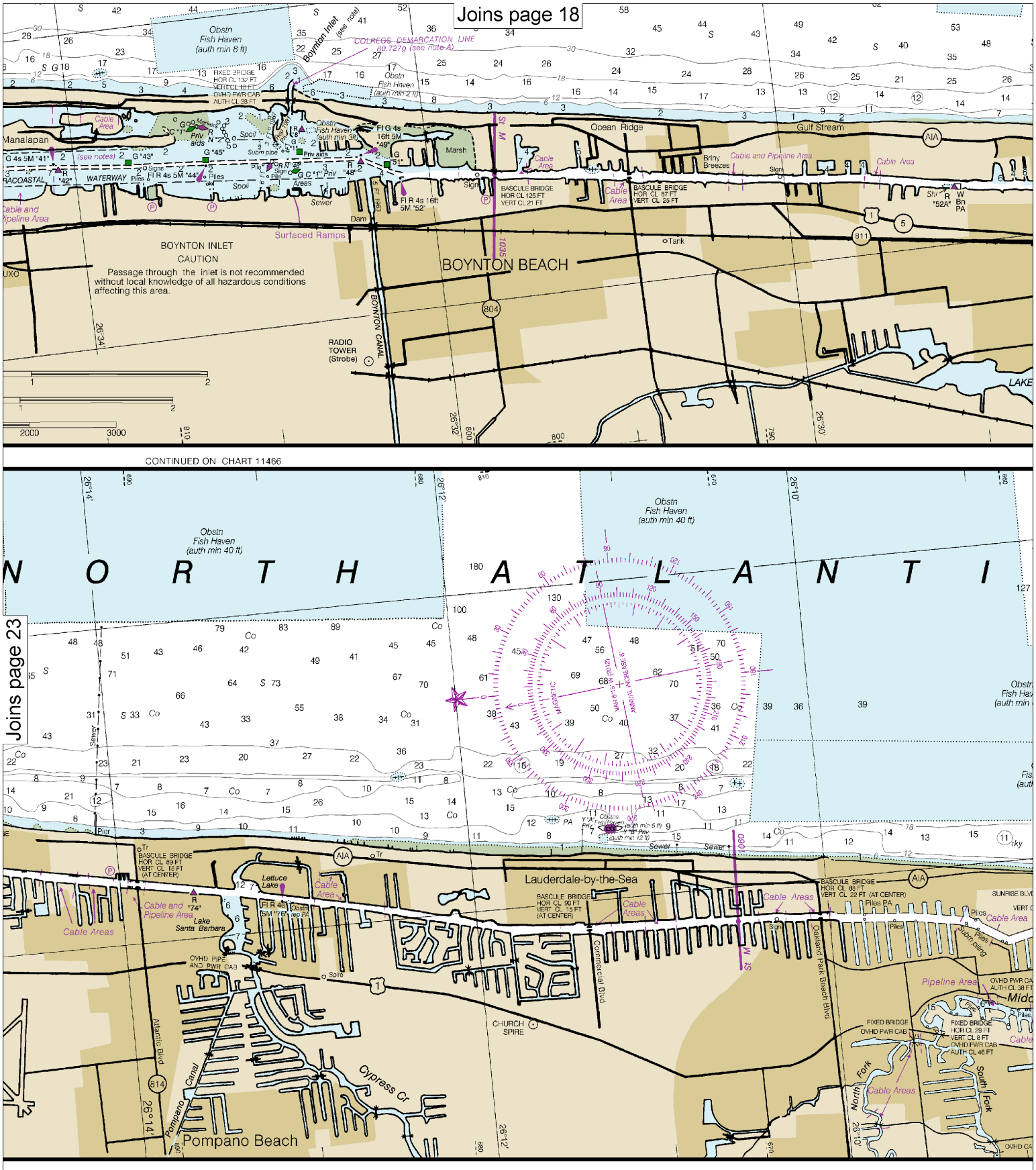



INSET 1




JOINS PANEL ABOVE

Joins page 24




**24**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

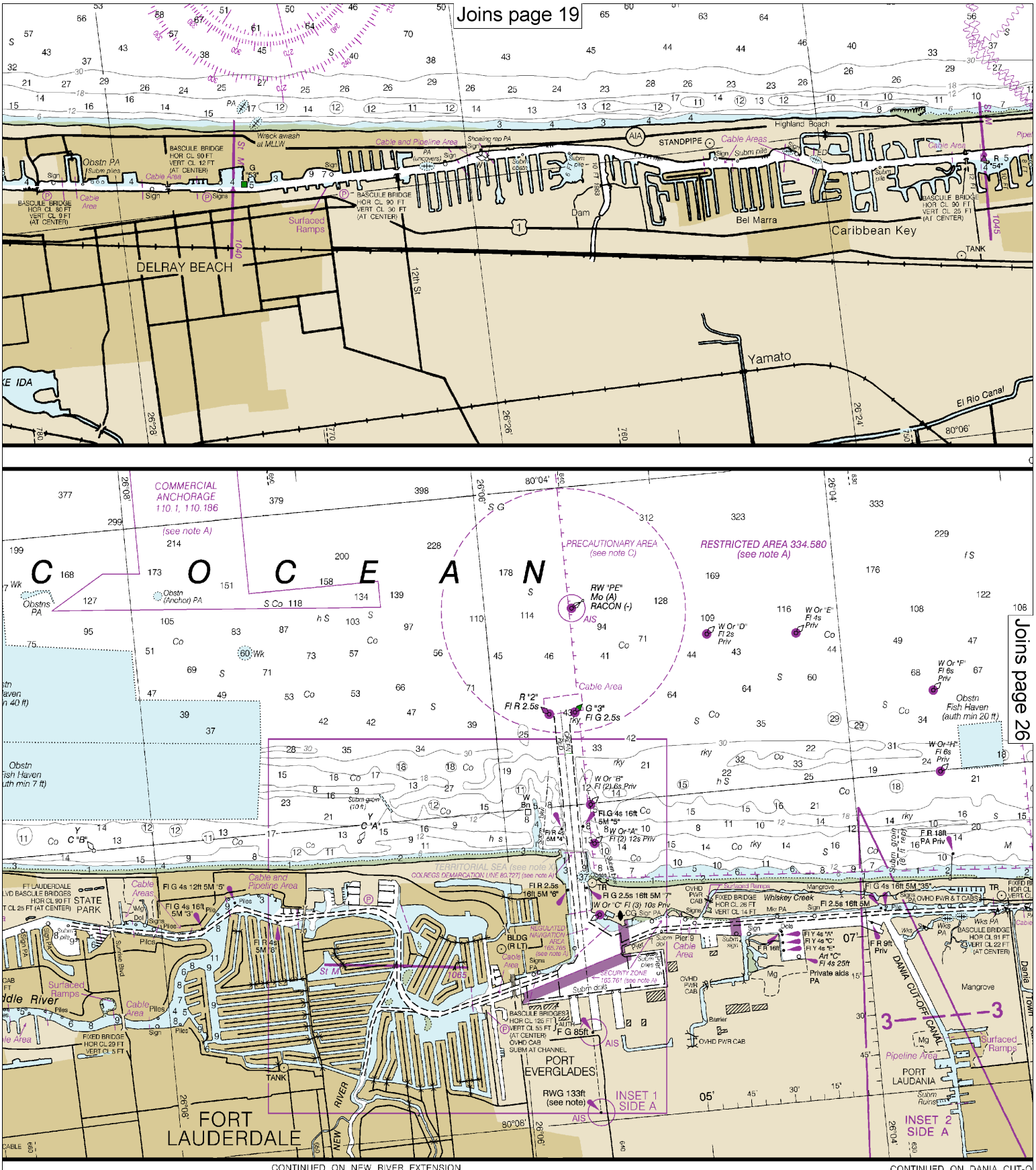
Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 19
DELRAY BEACH
Caribbean Key
Bel Marra
Highland Beach
STANDPIPE
AIA
Dam
Yamato
El Rio Canal
12th St
Surfaced Ramps
Cable and Pipeline Area
Cable Areas
Wreck awash at MLLW
Obstn PA (Subm piles)
BASCULE BRIDGE HOR CL 90 FT VERT CL 12 FT (AT CENTER)
BASCULE BRIDGE HOR CL 90 FT VERT CL 30 FT (AT CENTER)
BASCULE BRIDGE HOR CL 90 FT VERT CL 25 FT (AT CENTER)
BASCULE BRIDGE HOR CL 80 FT VERT CL 9 FT (AT CENTER)
TANK
COMMERCIAL ANCHORAGE 110.1, 110.186
(see note A)
OCEAN
PRECAUTIONARY AREA (see note C)
RESTRICTED AREA 334.580 (see note A)
RW "PE" Mo (A) RACON (-)
AIS
W Or "E" Fl 4s Priv
W Or "D" Fl 2s Priv
W Or "F" Fl 6s Priv
W Or "H" Fl 6s Priv
Obstn Fish Haven (auth min 20 ft)
Obstn Fish Haven (auth min 7 ft)
Obstns PA
Obstn (Anchor) PA
S Co 118
Cable Area
R "2" Fl R 2.5s
G "3" Fl G 2.5s
W Or "B" Fl (2) 6s Priv
Fl G 4s 16ft 5M "5"
W Or "A" Fl (2) 12s Priv
C "A"
C "B"
Fl R 4s 5M "4"
TERRITORIAL SEA (see note X)
COLREGS DEMARCATION LINE 80.727 (see note A)
Fl G 4s 12ft 5M "5"
Fl R 4s 5M "8"
Fl R 2.5s 16ft 5M "6"
Fl G 2.5s 16ft 5M "7"
W Or "C" Fl (3) 10s Priv
CG Sign PA
Fl G 4s 16ft 5M "35"
Fl 2.5s 16ft 5M
Fl R 9ft Priv
Fl R 18ft PA Priv
Fl Y 4s "A" Fl Y 4s "C" Fl Y 4s "E" Alt "C" Fl 4s 25ft
Private aids PA
DANIA CUT-OFF CANAL
Pipeline Area
PORT EVERGLADES
PORT LAUDANIA
FORT LAUDERDALE
NEW RIVER
RWG 133ft (see note)
INSET 1 SIDE A
INSET 2 SIDE A
BLDG (R LT)
REGULATED NAVIGATION AREA 165.765 (see note J)
SECURITY ZONE 165.761 (see note AL)
BASCULE BRIDGE HOR CL 126 FT VERT CL 55 FT (AT CENTER) OVHD CAB SUBM AT CHANNEL
F G 85ft
FIXED BRIDGE HOR CL 29 FT VERT CL 5 FT
FIXED BRIDGE HOR CL 26 FT VERT CL 14 FT
Whiskey Creek
OVHD PWR CAB
Barrier
Mangrove
Joins page 26
CONTINUED ON NEW RIVER EXTENSION
CONTINUED ON DANIA CUT-O




Note: Chart grid lines are aligned with true north.

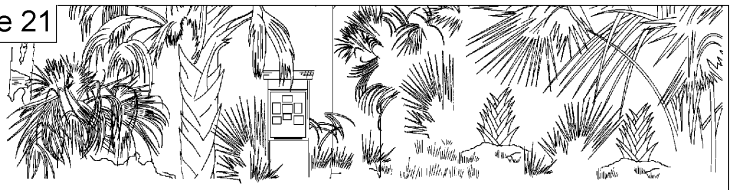
Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 21



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NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

MERCATOR PROJECTION AT SCALE 1:40,000
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER
NORTH AMERICAN DATUM OF 1983
(WORLD GEODETIC SYSTEM 1984)

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

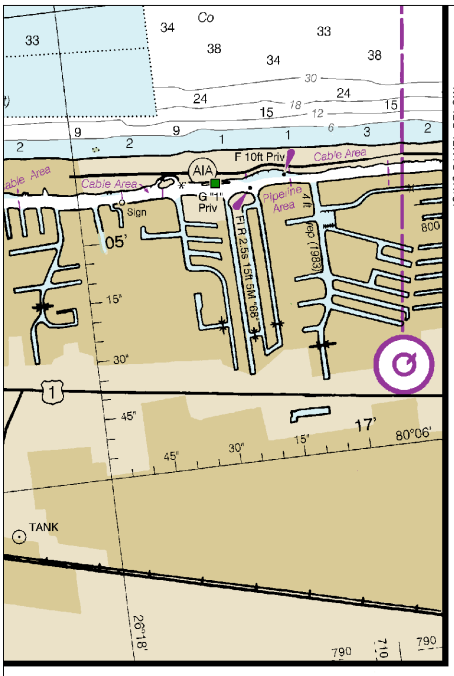
SUPPLEMENTAL INFORMATION

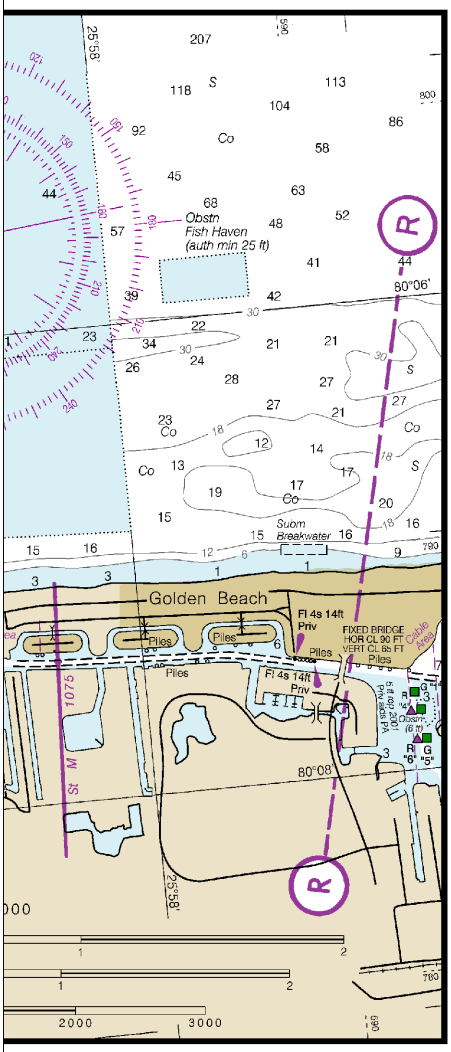
Consult U.S. Coast Pilot 4 for important supplemental information.

CAUTION

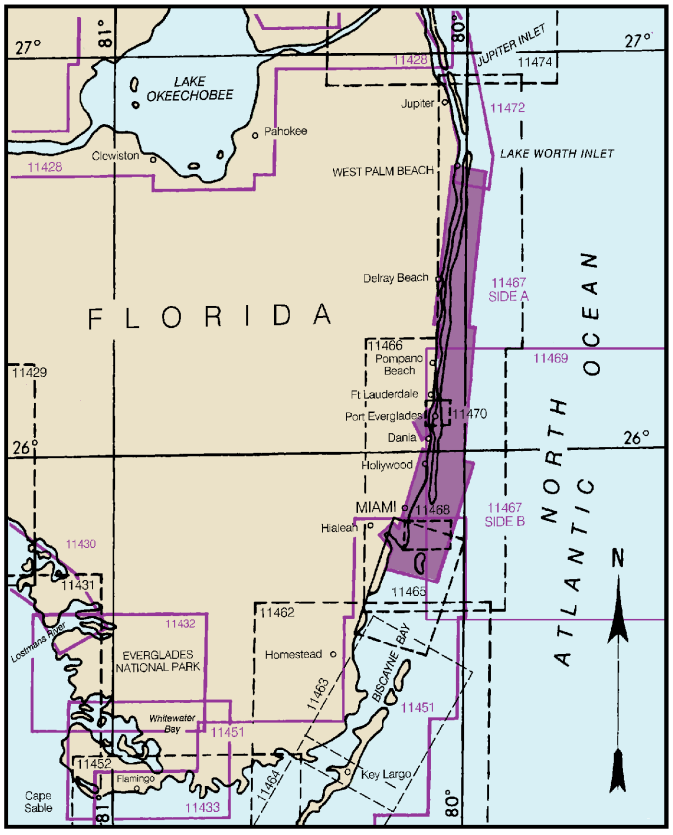
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SIDE A




NAUTICAL CHART DIAGRAM




11467

EMERGENCY INFORMATION

## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.
**Channel 9** – Communications between boats and ship-to-coast.
**Channel 13** – Navigation purposes at bridges, locks, and harbors.
**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

### Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

All Hazards NOAA Weather Radio NOAA's National Weather Service

**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
**http://www.nws.noaa.gov/nwr/**

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| Marine Forecasts | — | **http://www.nws.noaa.gov/om/marine/home.htm** |
| National Data Buoy Center | — | **http://www.ndbc.noaa.gov/** |
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